



No.

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1951-58





ANNUAL REPORT
OF THE
PUBLIC WORKS DEPARTMENT

FOR THE YEAR ENDING DECEMBER 31, 1957.

Boston, January 2, 1958.

HON. JOHN B. HYNES,
Mayor of Boston.

DEAR MR. MAYOR:

In compliance with the provisions of section 24 of chapter 3 of the Revised Ordinances of 1947, I respectfully submit the annual report of the Public Works Department and the Public Improvement Commission for the year ending December 31, 1957.

FISCAL

The total expenditures of the department for the year were \$25,357,692.66, of which \$3,328,696.68 represents water assessments levied by the Metropolitan District Commission and \$874,165.17 represents Metropolitan District Commission sewer assessments. The water assessments are \$37,901.24 greater than those levied in 1956, and the sewer assessments show an increase of \$179,709.03 in excess of those levied in 1956. The sewer assessments will continue to rise due to the large expenditures being made by the Metropolitan District Commission in providing for sewage treatment plants and deep rock tunnels to convey sewage to Deer Island and Nut Island, and also because of the policy (now curtailed to some extent) of admitting relatively

remote communities to the Metropolitan District Commission sewer system with Boston paying an unreasonably large share of the cost of the connection. The full impact of the Metropolitan District Commission program will not be felt for four or five years, but even beyond that period the sewer assessments unquestionably will continue to increase. The present rate of \$80 per million gallons charged by the Metropolitan District Commission for water will also probably have to be increased to \$100 or \$120 within the next five years. Under the circumstances, Boston can look for no financial relief in the foreseeable future, insofar as Metropolitan District Commission assessments are concerned.

The receipts of the Water Division totaled \$6,274,-964.54, and the revenue derived from the Sumner Tunnel reached a record high to \$2,581,503. The operation of the Sumner Tunnel resulted in a record-breaking surplus of \$1,194,586.30 and the surplus resulting from the sale of water amounted to \$97,607.45.

LOAN ORDERS

On July 26, 1957, a City Council order was approved by your Honor which provided, under the provisions of section 7 of chapter 44 of the General Laws, that the sum of \$3,000,000 be appropriated for the construction of public ways. Ordinarily loan orders for street construction and reconstruction work provide for an amount of \$2,000,000, but we requested the above-referenced larger sum in order that it would be unnecessary to request an additional loan order this year, which would automatically have added 10 cents to the 1958 tax rate.

LEGISLATION

Under the provisions of chapter 718 of the Acts of 1956, the City of Boston was allocated the sum of \$2,530,208.82 for the reconstruction of highways. This allocation — which was paid from the proceeds of the Highway Fund — was expended under the direction and in accordance with regulations established by the State Department of Public Works. It was of tremendous benefit in carrying out the department's highway program in 1957 and it was a factor in making it unnecessary to issue a loan order in 1958 for the construction and reconstruction of highways.

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Of the above-referenced amount, the sum of \$250,000 was earmarked for the installation of traffic signals under the direction of the Traffic Commission.

STREET CONSTRUCTION WORK

State-Aid Program

The Chapter 90 Highway Program was continued at the same tempo that has characterized this program since 1951. In my opinion, our Chapter 90 Program for the improvement of main highways is second to none in the state. Since 1951, the cost of Chapter 90 projects has averaged approximately \$800,000 each year; of which from fifty to sixty per cent has been paid out of the State Highway Fund. I don't believe that a comparable program for highway improvements has ever been carried out in the history of the department. Incidentally, it would never have been possible to carry out such a program without the enthusiastic and wholehearted support of the officials and engineers of the State Department of Public Works, both past and present. Their cooperation has been outstanding.

Our Chapter 90 Program provides for the complete modernization of main highways with emphasis on safety features to protect pedestrians and motorists. Our Chapter 90 highways are well-lighted by means of mercury vapor luminaries and, where possible, a center divisional island of a minimum width of five feet is provided. The latter acts as a haven for pedestrians, separates vehicular traffic going in opposite directions, and unquestionably tends to reduce vehicular speed and prevents motorists from driving on the wrong side of the traveled way. A good example of modern urban highway reconstruction may be observed on Commonwealth avenue, from Brighton avenue to Warren street, and on Blue Hill avenue, from Columbia road to Mattapan square. Both of these highways were reconstructed in 1957 as Chapter 90 projects, and they are concrete examples of the type of improvement that we have been able to effect under the Chapter 90 Program with the cooperation of the State Department of Public Works.

I submit herewith a schedule of the Chapter 90 activities in 1957 and those proposed in 1958:

Projects started in 1956 and completed in 1957

Project	Contractor	Bid Price	Final Contract Payment
Blue Hill avenue, Dorchester: Reconstructed from (and including) Mattapan square to southerly end of bridge over N. Y., N. H. & H. Railroad	Old Colony Construction Company	\$89,502 75	\$100,122 03
and River street, Dorchester: Reconstructed from Mattapan square to approximately 500 feet northerly.			
Bunker Hill street, Charlestown: Reconstructed from Chelsea street to Main street and including side streets and approaches	Dooley Brothers, Inc.	123,401 00	140,793 12
New bridge over Belle Island Inlet between East Boston and Winthrop.	Eastern Roads Company	132,987 00	150,000 00
	Total	<u>\$345,890 75</u>	<u>\$390,915 15</u>

Projects started and completed in 1957

Project	Contractor	Bid Price	Final Contract Payment
Centre street, West Roxbury: Reconstructed from Spring street to Grove street	J. A. Susi & Sons, Inc.	\$158,881 80	\$161,277 15
and Baker street, West Roxbury: Reconstructed from Veterans of Foreign Wars Parkway to Newton line.			
Summer street, South Boston: Reconstructed from viaduct to East Second street (excluding drawbridge and approaches of bridge over Reserved Channel)	Dooley Brothers, Inc.	118,206 00	125,321 73
and L street, South Boston: Reconstructed from East Second street to East Fourth street.			
Washington street, Roxbury: Reconstructed from Northampton street to Eustis street	Dooley Brothers, Inc.	54,391 75	70,154 60
	Total	<u>\$331,479 55</u>	<u>\$356,753 48</u>

Projects started in 1957 — to be completed in 1958.

Project	Contractor	Bid Price	Per Cent Complete 1957
Blue Hill avenue, Dorchester: Reconstruction from Columbine street to Columbia road . . .	A. Singarella & Sons, Inc.	\$294,597 00	99%
Blue Hill avenue, Dorchester: Reconstruction from Woodhaven street to Columbine street . . .	Manning Construction Company, Inc.	248,102 00	36%
Commonwealth avenue, Brighton: Reconstruction from Brighton avenue to Warren street . . .	Rufo Construction Company	238,663 72	73%
East Broadway, South Boston: Reconstruction from Dorchester street to L street	Baker & Co., Inc.	100,721 50	8%
Tremont street, Brighton: Reconstruction from Oak square to Newton line	Chesterbrook Construction Company	45,100 00	0%
Summer Street Drawbridge over Reserved Channel: Repairing and strengthening of approaches and drawspan . . .	Ralph Richard Construction Company	234,326 00	0%
Total		<u>\$1,161,510 22</u>	

Additional Chapter 90 Projects Scheduled for 1958.

Project	Length
Seaver street, Roxbury: Reconstruction from Blue Hill avenue to Walnut avenue	4,130 feet
Columbus avenue, Roxbury: Reconstruction from Walnut avenue to Egleston square	1,240 feet
Baker street, West Roxbury: Reconstruction from Centre street to Veterans of Foreign Wars Parkway	6,700 feet
Dorchester avenue, South Boston: Reconstruction from West Fourth street to Andrew square	4,350 feet
River street, Dorchester and Hyde Park: Reconstruction from Edgewater Drive to Wood avenue	4,000 feet
Main street, Charlestown: Reconstruction from City square to Sullivan square	5,100 feet
Commonwealth avenue, Brighton: Reconstruction from Warren street to Lake street	9,450 feet
Columbus avenue, Roxbury: Reconstruction from Roxbury street to Centre street	2,600 feet
West Broadway, South Boston: Reconstruction from Dorchester avenue to Dorchester street . . .	4,120 feet
American Legion Highway, West Roxbury: Reconstruction from Blue Hill avenue to Cummins Highway . . .	11,030 feet
Total	<u>52,720 feet</u> <u>or 10.0 miles.</u>

STREET CONSTRUCTION WORK
Exclusive of Chapter 90 Projects

We also completed a major street reconstruction program comprising extensive construction and reconstruction in every section of the city. Several important traffic arteries resurfaced by the department during the year are listed as follows:

Arlington street, City Proper, from Boylston street to Beacon street.

Beech street, West Roxbury, from Kittredge street to Poplar street.

Berkeley street, City Proper, from Boylston street to Beacon street.

Boylston street, City Proper, from Tremont street to Charles street and from Arlington street to Berkeley street.

Centre street, West Roxbury, from Eliot street to Prince street.

Clarendon street, City Proper, from Boylston street to Beacon street.

Day Square, East Boston.

Jackson square and vicinity, Roxbury, including parts of Centre street, Columbus avenue and Ritchie street.

Massachusetts avenue, City Proper and Roxbury, from Huntington avenue to Columbus avenue.

Metropolitan avenue, Hyde Park, from Beacon street to Milton line.

North Harvard street, Brighton, from Hooker street to Western avenue.

Parker Hill avenue, Roxbury, from Parker street to Sunset street.

Perkins street, West Roxbury, from Prince street to Francis Parkman Drive.

Ruggles street, Roxbury, from Columbus avenue to Leon street.

Roxbury Crossing, Roxbury, from Tremont street to Roxbury street.

In continuation of our policy of replacing brick sidewalks with cement concrete in the older sections of the city, contracts during the year, totaling approximately \$153,500, were awarded for this work.

The following is a summarized financial statement of the expenditures made in 1957 for highway improvements:

Public Ways, Construction of (Loan Account) . . .	\$1,785,406 98
Public Ways, Construction of (Revenue Account) . . .	84,147 12
Reconstruction of Streets (including sidewalks) . . .	19,069 46
Sidewalks, Construction and Reconstruction of . . .	165,711 01
Expended under provisions of chapter 718, Acts of 1956	1,484,467 59
	<hr/>
Total	<u>\$3,538,802 16</u>

The following is a summarized record of the highway improvement work done by the department in 1957:

Number of Streets Constructed or Reconstructed, 220.

Includes 50 new streets ordered laid out and constructed as public ways under the provisions of chapter 393, Acts of 1906.

Streets Improved, 37.66 miles.

Includes 6.8 miles reconstructed as chapter 90 projects.

Sidewalks Improved, 6.35 miles.

This item does not include sidewalks improved in the above-noted street improvements.

STREET LIGHTS

During the year, we removed 1,704 gas lamps which were replaced with electric lights of a 2,500 lumen intensity. It is our intention to continue this program in 1958 and, if possible, remove all of the remaining gas street lights located in Boston. As of December 31, there were only 710 gas lamps remaining. In the past eight years, we have removed 6,263 gas lamps and replaced them with modern street lights. Incidentally, for the past forty or fifty years, the city has had a contract for the servicing and maintaining of all gas lamps throughout the city. This contract service was terminated at midnight on December 31, as the contractor, the American Service Company, did not wish to continue the contract, in view of the small number of gas lamps remaining. Therefore, as of January 1, 1958, we took over the maintenance and servicing of the remaining gas lamps, and we are employing — for a temporary period — three former employees of the American Service Company. Up to date, the servicing work being done by the department has proved very satisfactory.

SNOW REMOVAL

While we did not encounter any major snow storms during the year; that is, those in excess of eight inches, we did encounter a series of small storms which necessitated extensive plowing, sanding, and salting operations. Our sanding and salting program has been greatly accelerated over the past six years due to the necessity of eliminating hazardous driving conditions during the winter months. The number of vehicles now on the road makes it absolutely necessary to continue with an extensive sanding and salting program even when only light snowfalls are encountered.

The plowing, sanding and salting operations are expensive as they involve the rental of contractors' equipment, overtime payment to department employees, and the purchase of large volumes of sand and salt. The salt item alone is a major item as we now use from six to eight thousand tons a year, and it costs approximately \$15.60 a ton. It is not unusual to use 400 tons of salt in a single night to eliminate hazardous driving conditions caused by sleet or light snowfalls.

The cost of snow removal work in 1957 was \$449,797.64.*

* Not available.

BRIDGES

During the year, work continued on the major contract for rebuilding and repairing the Charlestown Bridge, which probably is the most important drawbridge in the city as it is used by approximately 20,000 motorists and M. T. A. passengers daily. The drawspan was closed to the passage of all marine traffic from May 1 to December 31, due to the necessity of effecting major repairs. We have had some difficulty in making the necessary adjustments for operating the draw, but we hope that we will be able to re-open the draw for marine traffic some time early in 1958.

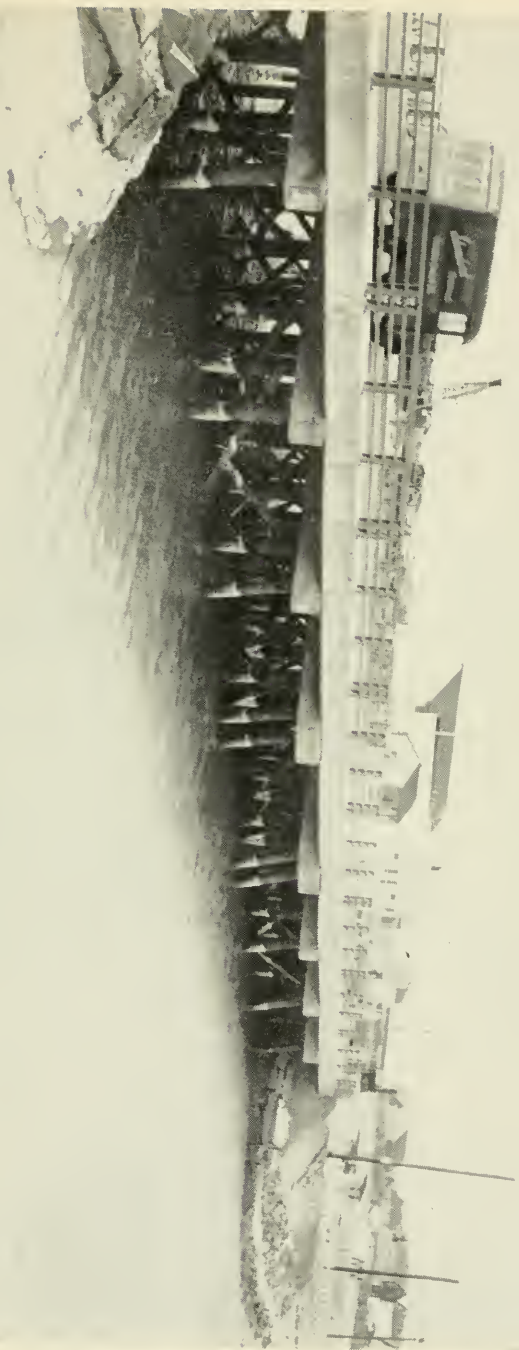
SOUTH BAY INCINERATOR

During the year, the contract for the driving of foundation piles was completed by the J. F. White Contracting Company. This contract was awarded in 1956, and the final payment to the contractor totaled \$419,000.



New Massachusetts Avenue Bridge Over New York, New Haven & Hartford Railroad Tracks, Looking Northerly Towards Saint Botolph Street.

The New Winthrop Bridge over Belle Isle Inlet. Taken at Winthrop, Looking Toward East Boston, Saratoga Street,
Showing Upstream Side of Bridge Feb. 14, 1958.



A contract was awarded to Coleman Brothers Corp. in June for the construction of the refuse storage bin. The bid price was \$423,000 and the work was substantially completed by the end of the year.

Under date of November 25, a contract for the construction of the building was awarded in the amount of \$2,693,793 to the Bowen Company. This contract has not started as yet, but it is expected to start very early in 1958.

PERSONNEL

There were 1,948 employees in the Department as of December 31, as compared with 1,990 employees on the rolls on January 1, 1957.

OUR PLANS FOR 1958

1. First — and of utmost importance — we will make every reasonable effort to reduce expenditures to a minimum consistent with the rendering of proper service to the public. We fully realize the necessity of observing an austerity program, and will be guided accordingly in connection with our expenditures.

2. Every effort will be made to reduce personnel another 5 per cent, although we are scraping bottom in certain areas insofar as a future reduction in personnel is concerned. This is due, in part, to the fact that we have been carrying out a “no hire — no fire” program for the past eight years as evidenced by the fact that the Department now has 582 employees less than we had on January 1, 1950. This reduction takes into consideration the transfer of 65 employees from the Street Laying-Out Department to this department on May 1, 1954.

3. We intend to continue our accelerated Chapter 90 Program for the improvement of main highways.

4. We intend to place Boston's first incinerator in operation some time in 1958.

5. We intend to complete our gas lamp elimination program.

6. We are going to make an effort to close the Charlestown Drawbridge to marine traffic, thereby effecting a minimum saving of \$70,000 a year to Boston's taxpayers. We are now required to maintain a three-man crew around the clock, seven days a week, to operate this drawspan for the benefit of scows and barges hauling sand and oil upstream to plants located

in Cambridge. The maintaining of a drawspan at the Charlestown Bridge places an unreasonable burden on Boston's taxpayers, particularly in view of the fact that we receive no benefit as the vessels are hauling material to and from plants located in Cambridge.

In addition to the excessive cost of operating this span, the motorists and M. T. A. passengers are subjected to an unreasonable inconvenience every time that the draw is opened for the passage of a boat. An average of 20,000 motorists a day use this structure, as well as 80,000 M. T. A. passengers. Since May 1, 1957, the drawspan has been closed to all marine traffic in order to permit the repairing of the draw at a cost of approximately \$600,000.00. It seems reasonable to assume that if marine traffic got along without the opening of the draw for eight months, it might be able to get along permanently without a drawspan, thereby resulting in a substantial reduction in cost to the city and eliminating the inconvenience now caused to approximately 120,000 people. Therefore, it is our intention to petition the U. S. Army Engineers to permit the closing of the drawspan and maintain the bridge structure as a fixed span. Incidentally, there is a vertical clearance of 23 feet under the drawspan at high water, thereby permitting scows, small tugs, small barges and pleasure-craft to pass through the channel without opening the draw. The only vessels requiring the operation of the drawspan are the large oil barges and large towboats. In view of the expense assumed by the city in maintaining and operating the draw, it does not appear unreasonable to require the owners of oil barges to use only the small-sized barges when making deliveries of oil upstream of the bridge to plants located in Cambridge. In any event, I feel that the entire matter should be thrashed out at a public hearing before the Army Engineers, and I intend to petition for the closing of the drawspan as soon as we have prepared sufficient material to substantiate our opinion that the city should not be required to maintain the Charlestown High Bridge as a draw-bridge.

7. We are going to make every reasonable effort to eliminate the contract which provides for the hauling of refuse material from the Fort Hill Wharf to Spectacle Island. This service, which costs the Department approximately \$400,000.00 per year, will be eliminated when the incinerator is placed in operation. The present

contract expires on March 31, and we can effect a substantial saving for the remaining nine months of 1958 or until the incinerator is placed in service, if we can find other suitable areas in which to dump the refuse now hauled by scows to Spectacle Island.

I was unsuccessful in my efforts in 1957 to eliminate this operation, but am hopeful that I will be more successful this year, particularly in view of the fact that the construction of the incinerator is well under way. It appears reasonable to assume that it should be in operation before the end of the current year. We must make a determined effort to eliminate the costly scow operation for the last nine months of 1958 to offset an anticipated increase in the cost of the refuse collection contracts. These contracts are bound to increase in cost in 1958 as the agreement with the Union provides for a 15-cent-an-hour wage increase to all employees engaged in refuse collection work, effective next April 1. We estimate that a 10-cent-an-hour increase to such employees will increase the cost of the contracts approximately \$75,000, and this cost normally is passed along to the city by the contractors. Therefore, we are faced with an increased cost of refuse collection of approximately \$110,000, but this can be offset to some extent if we are successful in our efforts to terminate the Spectacle Island operation.

Incidentally, the total cost of the refuse collection and disposal contracts in 1957 was \$2,608,681. This compares favorably with the 1956 cost of \$2,571,813 when you consider that the hourly rate for the contractors' employees in 1956 was \$2 and in 1957 \$2.15. The cost of these services in 1950 was \$2,730,019 or \$129,338 in excess of our 1957 cost despite the fact that the hourly wage rate in 1950 was only \$1.38. However, I am at my wits' end as to how to reduce the cost of refuse collection and disposal any further unless we are successful in eliminating the scow operation on April 1, 1958. We are working on a plan to accomplish such an objective, but I am not confident that we will be successful.

8. We intend to continue with our program of enclosing hazardous open brooks with concrete conduits similar to the work done in Stony Brook in the past three years. The open Stony Brook has been entirely replaced with a concrete conduit, and a conduit has also replaced a section of the open Canterbury Branch of Stony Brook in Roslindale adjacent to American

Legion Highway. We intend to further enclose the Canterbury Branch between the terminus of the present conduit, which was installed in 1957, and Walk Hill street. This type of project is worth-while as open brooks are a hazard to children and act as a deterrent to the development of adjacent areas. They generally overflow during spring freshets or following heavy rains, causing flooding of cellars.

RECOMMENDATIONS

1. We should press for the passage of a law to permit the Massachusetts Port Authority to function. With said Authority in business, we will get a minimum of \$7,619,380 for the Sumner Tunnel, and we might never obtain anything for it if we permit this opportunity to pass. We can, of course, recover the \$2,619,380 paid out of real estate taxes to make up tunnel deficits for the period from 1935 to 1944. However, under the provisions of Chapter 297 of the Acts of 1929, the City can never derive a profit from the operation of the tunnel. Section 12 of the Acts provides, in substance, that after the tunnel is debt free, a schedule of tolls shall be established sufficient to meet operating costs only. The tunnel revenue cannot be transferred to the General Fund of the city, nor can it be used to finance another tunnel or a bridge to span the harbor. If Boston retains ownership of the tunnel, it is faced with the prospect of operating the present inadequate tube for the foreseeable future without being able to apply a single penny of tunnel revenue to reduce the tax rate. The advantages that will accrue to Boston for the sale of the tunnel to the Port Authority are obvious.

2. Transfer of vehicular roads from the jurisdiction of the Parks and Recreation Department to the Public Works Department. We are responsible for the construction, reconstruction, and maintenance of 750 miles of public highways, and I believe that there are approximately 25 miles of public roads under the Park Department's jurisdiction. It makes sense to me to have all the highway work under the jurisdiction of one department from a point of view of efficiency and also economy. However, if the park roads are transferred to us, all personnel, plant, and equipment related to the maintenance and construction of the roads should also be transferred.

3. As pointed out by Chief Engineer Haley in his report on the activities of the Survey Division, our inability to attract engineers has reached the acute stage. This problem not only affects the Survey Division, but all divisions of the department, and all departments of the city. Many years ago, the city abandoned all hope of attracting college men to enter the municipal engineering field, but we are now in the position of not being able to attract high school graduates. In 1957, conditions reached such a state that we reached into the labor ranks of the department and temporarily promoted four motor equipment operators to the position of senior engineering aids. We have been instructing them in the duties of transitmen.

This is a problem that should be met head on in order to solve it. I think that a sitdown with the school officials might be of some help. As a springboard to further discussion, I suggest the following:

Hire no rodmen during the summer months unless they are at least 16 years old, enrolled in a technical high school in Boston, and intend to follow the civil engineering field upon graduation from high school.

This policy will give young men, who do not intend to go to college, an opportunity to become interested in the municipal engineering field and practically assure them of passing the civil service examination for rodmen on their graduation. We still have a wage differential to overcome to compete with the State Department of Public Works, but that matter can be adjusted if we find enough high school students interested enough in the program. The municipal engineering field has many attractions, and I am reasonably certain that we can get enough young men interested in such a career if we give them the opportunity to try it out.

4. All proposed legislation concerning the M. D. C. should be carefully scrutinized and examined to make certain that its passage would have no detrimental effect on Boston. I know of several instances of laws being passed concerning the M. D. C. and which appeared to be innocuous, but which actually will cost the City of Boston many hundreds of thousands of dollars; and this statement is no exaggeration. The laws were passed before I got interested in studying such matters

following a study that I made of the effect that the admitting of Randolph and Westwood into the M. D. C. sewer system would have on Boston.

I also view with alarm the many strictly local improvements that the M. D. C. has been undertaking over the past three or four years. These improvements not only have been effected in the other cities and towns of the metropolitan area, but also in Boston. Regardless of where they are constructed, improvements strictly for the benefit of individual communities are contrary to the concept of metropolitan government and should be undertaken and paid for by the communities benefiting by them. The cost should not be spread over the entire M. D. C. area unless the benefits or improvements are metropolitan in character. The trend (probably promoted by political pressure) to have the M. D. C. construct improvements of a local nature, should be stopped, and any legislation pertaining to them should be vigorously opposed by Boston and all other communities interested in restricting the M. D. C. to projects or improvements that are metropolitan in character. In any event, I wish to emphasize the necessity of carefully studying any proposed law affecting the M. D. C., in order to make certain that Boston is being fairly treated.

5. As you well know, chapter 407 of the Acts of 1957 provided for the alternate parking of vehicles on public ways on alternate sides of the streets on alternate nights. In accordance with the provisions of this act, the Traffic Commission passed a vote under date of November 27 of 1957, implementing the law. A concerted effort should be made to inform the public of the provisions of this law because if motorists are properly informed, I am certain that they will comply with it. The law was passed in the public interest and to increase safety and provide for clean streets throughout the year and properly plowed streets during the winter months. Up to now, the law has been followed in the breach rather than in the observance, and I feel that the principal reason is due to the fact that people do not understand the precise provisions of the regulation. I feel that a card informing the motorists of the law should be placed under the windshield wiper of every vehicle parked in the public streets during the nighttime. It would be more effective if the Police Department placed these cards, but apparently said department is

not desirous of undertaking such an assignment. Therefore, it is my intention to have some cards printed and have them so placed by P. W. D. employees. There probably are from 30,000 to 50,000 cars illegally parked every night, so that we have a tremendous problem, but I think that we should make a start on it. Conditions have reached the point where we cannot properly plow residential streets, and we cannot keep them clean, due to the continuous occupation of curb space by parked cars during the nighttime.

Appended are reports submitted by the division heads relative to the activities of their divisions in 1957, and also report of the Public Improvement Commission for the same year.

Respectfully submitted,

GEORGE G. HYLAND,
Commissioner of Public Works.

MAINTENANCE APPROPRIATIONS AND EXPENDITURES.

DIVISION OR SERVICE.	Total Appropriations, Including Transfers and Amounts Carried Over from 1956.	Expenditures.	Unexpended Balance.
Central Office	\$74,055 00	\$71,488 84	\$2,566 16
Automotive Division . .	832,609 00	812,185 00	20,424 00
Bridge Division	980,682 02	906,420 26	74,261 76
Highway Division	1,840,286 63	1,600,040 04	240,246 59
Highway Program, Chapter 718, Acts of 1956	2,280,208 82	1,484,467 59	795,741 23
Lighting Service	1,609,191 06	1,609,191 06	—
Sanitary Division	4,993,418 75	4,959,038 85	34,379 90
Sewer Division	799,552 08	786,871 90	12,680 18
Sumner Tunnel	650,260 81	629,284 79	20,976 02
Survey Division	113,900 00	113,727 57	172 43
Water Division	2,711,529 46	2,472,526 21	239,003 25
Totals	\$16,885,693 63	\$15,445,242 11	\$1,440,451 52

LOANS AND SPECIAL APPROPRIATIONS.

TITLE.	Total Amount Available.	Expenditures.	Unexpended Balance.
Bridges, Construction of (Non-Revenue)	\$4,114,577 79	\$1,403,879 06	\$2,710,698 73
Construction of Buildings and Original Equipment and Furnishings Thereof (Non-Revenue)	8,661 09	—	8,661 09
Incinerator Building, Construction and Equipping (Non-Revenue)	2,391,867 95	973,175 39	1,418,692 56
Public Ways, Construction of (Non-Revenue)	5,160,141 16	1,785,406 98	3,374,734 18
Public Ways, Construction of (Revenue)	158,338 04	84,147 12	74,190 92
Sewerage Works (Non-Revenue)	1,176,989 81	815,389 44	361,600 37
Snow Removal (Revenue)	475,000 00	449,797 64	25,202 36
Reconstruction of Streets (Revenue)	45,572 34	19,069 46	26,502 88
Sidewalks, Construction and Reconstruction of (Reve- nue)	291,215 72	165,711 01	125,504 71
Street Signs (Revenue)	14,035 53	13,012 60	1,022 93
TOTALS	\$13,836,399 43	\$5,709,588 70	\$8,126,810 73

REVENUE

On Account of Public Works Department

Central Office:		
Charges for plans and specifications.....		\$1,360 00
Automotive Division:		
Sale of junk.....		411 63
Bridge Division:		
Rents.....	\$1,170 00	
Miscellaneous.....	13,858 03	
		15,028 03
Sumner Tunnel:		
Tolls.....		2,589,725 00
Lighting Service:		
Sale of junk.....		1,247 02
Highway Division:		
From assessments (added to taxes) on		
abutments for cost of laying sidewalks		
in front of their premises.....	\$8,743 22	
Permits and Driveways.....	73,261 46	
Sale of materials, etc.....	375 19	
Rents.....	10,054 50	
Licenses.....	21,855 00	
Signs.....	87,620 78	
Contributions from Commonwealth of		
Massachusetts under Chapter 90 of		
General Laws for construction of		
public ways, including one bridge		
amounting to \$47,192.07.....	629,934 07	
		831,844 22
Sanitary Division:		
Sale of garbage and miscellaneous.....		5,566 68
Sewer Division:		
Disposal of sewage.....	\$19,233 00	
Entrance fees.....	14,457 70	
Rents.....	849 00	
Refunds, etc.....	438 00	
		34,977 70
Water Division:		
Water rates.....	\$5,648,388 11	
Water rates added to taxes.....	510,722 08	
Service Pipes for new takers, extending,		
repairing, etc.....	1,925 59	
Fees on overdue rates.....	16 40	
Damage to property.....	2,789 59	
Labor and materials.....	2,757 74	
Deposit account.....	78,337 67	
Elevator and fire pipe connections.....	123 59	
Miscellaneous income.....	1,369 32	
		6,246,430 09
GRAND TOTAL.....		<u>\$9,726,590 37</u>

The records of the department show that there are now 1,985 persons eligible for employment in the several divisions, and of that number 1,945 were upon the January 2, 1958 payrolls.

Grade and Number of Employees.

TITLE.	SERVICES.									
	Central Office.	Automotive.	Bridge.	Highway- Lighting.	Sanitary.	Sewer.	Tunnel.	Water.	Survey.	Total.
Commissioner.....	1									1
Division engineers.....			1	1	1	1		1		5
Chief engineers.....					1				1	2
Chief highway engineer.....				1						1
Chief automotive engineer.....		1								1
Associate civil engineer.....	1									1
Assistant division engineer.....				1						1
Superintendents and assistants.....		1		3	2	1	1	2		10
District supervisors.....					14					14
Supervisors and assistants.....	1	2	1	2	1			2		9
Principal senior and assistant civil engineers.....	1		9	15		21		4	11	61
Junior civil engineers.....			4	5		4		1	5	19
Senior engineering aids.....				8		4		2	7	21
Junior engineering aids.....				2						2
Senior public relations representative.....					1					1
Automotive and senior electrical engineers.....				1			2			3
Assistant electrical engineers.....				1						1
Chief pumping station engineer.....						1				1
Pumping station engineers and sta- tionary engineers.....						4				4
General foreman.....		1								1
District foremen.....				11	7	5		5		28
Other foremen.....		11	1		3	1	2	3		21
Chief inspectors.....				1		2				3
Inspectors.....		1	3	63	68	16		20		171
Legal assistant.....								1		1
Chief electrician.....							1			1
Electrician operators.....				2		2	11			15
<i>Carried forward.....</i>	4	17	19	117	98	62	17	41	24	399

Grade and Number of Employees.—Continued.

TITLE.	SERVICES.									
	Central Office.	Automotive.	Bridge.	Highway- Lighting.	Sanitary.	Sewer.	Tunnel.	Water.	Survey.	Total.
<i>Brought forward</i>	4	17	19	117	98	62	17	41	24	399
Executive secretary, P. W. D.	1									1
Executive secretary and assistants									2	2
Senior personnel officer and assistant	2									2
Head administrative clerks				1		1				2
Head clerks		1	1		1	1		3	1	8
Principal clerk and secretary	1									1
Principal clerks, stenographers, ac- count clerks, etc.	1	2	4	11	4	5	1	8	1	37
Technical clerk								1		1
Senior clerks, typists, stenographers, etc.	2	6	1	5	2	2	1	32	3	54
Clerk-stenographers, clerks, typists		1			1			9	1	12
Telephone operators								2		2
Head cashier							1			1
Senior cashier and cashiers				2			3	1		6
Principal storekeepers		1			1					2
Senior storekeeper and storekeepers		2						1		3
Chief water meter reader								1		1
Supervisor and special water meter readers								5		5
Water meter readers and clerks								31		31
Sergeant tollmen guards							5			5
Tollmen guards							48			48
Supervisor, mobile guard		1								1
Sergeants, mobile guard		3								3
Mobile guards		9								9
Drawtenders and assistants			111							111
Analytical chemist										0
Chief and senior investigators				2						2
Estimators and investigators				7						7
Dispatcher		1								1
Plumbers								19		19
Head photostat operator									1	1
<i>Carried forward</i>	11	44	136	145	107	71	76	154	33	777

Grade and Number of Employees.—Concluded.

TITLE.	SERVICES.									
	Central Office.	Automotive.	Bridge.	Highway-Lighting.	Sanitary.	Sewer.	Tunnel.	Water.	Survey.	Total.
<i>Brought forward</i>	11	44	136	145	107	71	76	154	33	777
Photostat operators.....						1			1	2
Principal duplicating machine operator.....									1	1
Sewer gatemen.....						5				5
Yardmasters and yardmen.....			1	3		2		7		13
Road roller operators.....				2	2					4
Working foremen.....		1	3	1	3	9	1	20		38
Sewage screen operator.....						1				1
Firemen and oilers.....						10				10
Steamfitters.....				1						1
Repairmen and maintenancemen.....		30	2	3	1	8	3	77		124
Crane operator.....								1		1
Maintenance mechanics and helpers, etc.....		1			4			20		25
Carpenters and helpers.....			12		7	1		2		22
Welders.....		3			2					5
Painters.....		2	2	2	7		1			14
Pavers.....				39				1		40
Blacksmiths and helpers.....				1	18					19
Bricklayers.....					1	4		1		6
Sewer cleaners.....						13				13
Catch-basin machine operators.....						9				9
Heavy motor equipment operators.....		3		18	61	1	12	18		113
Motor equipment operators.....		2	5	40	109	25		24		205
Junior building custodian.....										0
Garage attendants.....		19					1			20
Laborers.....		5	4	96	303	15	8	36		467
Constables.....				1	6			3		10
Totals.....	11	110	165	352	631	175	102	364	35	1945

**Number of Employees Actually Employed January 1, 1957, and
January 1, 1958.**

	Survey.	Tunnel.	Central Office.	Bridge.	Water.	Paving and Lighting.	Sanitary, Street Cleaning.	Sewer.	Automotive.	Total.
January 1, 1957	34	98	12	168	383	361	614	184	131	1,985
January 1, 1958	35	102	11	165	364	352	631	175	110	1,945

Total Eligible Force.

January 1, 1957	44	112	13	183	422	394	658	210	145	2,181
January 1, 1958	43	109	13	181	423	396	663	205	128	2,161

**Appointments, Transfers, Resignations, Retirements, Deaths,
etc., of Employees.**

Died.	Retired.	Transferred to Other Departments.	Transferred to Other Services.	Discharged.	Resigned.	January 1, 1957.	SERVICES. 1957-1958.	January 1, 1958.	Transferred from Other Services.	Transferred from Other Departments.	Reinstated.	Appointed.
....	2	....	3	....	....	12	Central Office...	11	3	1	....	....
1	....	....	19	....	6	131	Automotive.....	110	1	1	1	2
3	7	....	1	....	2	170	Bridge	165	3	....	....	5
1	13	3	6	3	5	361	Highway	352	7	5	3	7
9	20	3	3	4	9	615	Sanitary.....	632	18	9	2	36
3	6	1	2	1	4	185	Sewer.....	175	1	....	1	5
....	....	....	2	....	....	36	Survey	35	1	....	....	....
....	....	2	2	1	2	99	Tunnel.....	102	1	1	1	7
1	17	2	1	11	12	384	Water.....	365	5	1	1	18
18	65	11	39	20	40	1,993	Totals.....	1,947	40	18	9	80

APPENDIX A

REPORT OF THE AUTOMOTIVE DIVISION
FOR THE YEAR 1957

BOSTON, January 2, 1958.

To the Commissioner of Public Works.

DEAR SIR:

I am submitting herewith the annual report of the Automotive Division of the Public Works Department for the year ending December 31, 1957. This report covers the activities of the five garages, the Mobile Guard Section and the Motor Pool.

The quota of employees assigned to the Automotive Division for 1957 was 143, but due to transfers and vacancies the number of employees dropped to an average of 115. These employees were assigned to the following duties: One chief automotive engineer in charge of the division, 9 employees assigned to office work, one dispatcher in charge of Motor Pool, four employees assigned to stockroom, three employees assigned to wreckers, 40 employees assigned to repair work, 38 employees assigned to maintenance of buildings, gasoline and oil dispensing, cleaning, watchmen's duties, and motor vehicle operation, and 19 employees assigned to the Mobile Guard Section which maintains a watch over Public Works Department property and equipment between the hours of 4:00 P.M. and 8:00 A.M. weekdays, and all day Saturday, Sunday, and holidays.

The office maintained by the division at City Hall processed 1,758 requisitions in 1957, of which 1,077 were service orders, and 687 were purchase orders. A petty cash fund of \$300 was used to make about 100 purchases a month, usually under \$3 each. The City Hall office reports the following expenditures from the 1957 appropriation.

Personal services	\$452,301 00
Contractual services	64,601 00
Materials and supplies	181,070 00
Rents and registration fees	11,281 00
Purchase of new equipment	102,932 00
	<hr/>
	<u>\$812,185 00</u>

The following equipment was purchased in 1957 from budget appropriations and equipment loan:

For Sanitary Division:

- Two street sweepers
- Two front bucket loaders
- Three 3-ton dump trucks
- Three Tarco salt spreaders

For Highway Division:

- Two tractor shovels
- One core drill

For Sewer Division:

- One sedan

For Water Division:

- One derrick truck
- Four 2-ton dump trucks
- One 2-ton platform truck
- Six express trucks
- Four sedans

For Automotive Division (Mobile Guard Section):

- Three 1½-ton pick-up trucks

The department's fleet of 493 units of automotive equipment, under the supervision of this division, consists of 82 sedans and other vehicles used for transportation purposes, and 278 trucks of various sizes, including 36 snowfighters, ten compressors, four catch-basin cleaners, 35 pick-up trucks, 131 dump trucks, six wreckers, six flushers, three derrick trucks, two lumber trucks, one rack truck with crane, three platform trucks, 32 emergency trucks and nine miscellaneous trucks. There are 28 street sweepers, 11 gasoline road rollers, seven snow and bucket loaders, 19 front bucket loaders, two tractor shovels, four crawler tractors, one grader, and three trailer compressors, and 58 pieces of miscellaneous equipment; 440 of these units are registered under the motor vehicle law of the Commonwealth.

The repair shop at the Highland street garage performed approximately 12,000 repair jobs, including tire repairs and lubrication check-ups. Six thousand repair work orders were made out by the motor equipment repairmen. Contracts in the amount of \$10,000, and \$6,000 were issued for the respective repair of Walter Snowfighters and F.W.D. trucks.

The Mobile Guard and the Motor Pool operated in a satisfactory manner during 1957. The laborer-watchmen in the Mobile Guard were transferred from the Automotive Division to the Sanitary and Highway Divisions. The Motor Pool consists of one dispatcher and seven drivers (one from the Automotive Division). The dispatcher makes all assignments to the drivers, and also has charge of the short-wave radio. Within the Public Works Department are 44 cars equipped with two-way radios. The Motor Pool assignments outside the Public Works Department consist of the following:

Institutions Department—Conveying patients to Tewksbury, Long Island, and Nazareth.

Purchasing Department — Conveying inspectors to sources of supplies.

Public Library — Checking district libraries.

Election Department — Conveying voting machine inspectors, and work on election days.

Assessing Department, Printing Department, Public Celebrations, and Mayor's Office — Various assignments.

Real Estate Division — Conveying city auctioneer to locations where city-owned property is to be auctioned.

The Mobile Guard Section, with 19 men and three vehicles, patrolled the city, protecting Public Works property. The guards inspect all yards and at each location punch a Detex time clock. Watchmen are permanently stationed on locations where experience has shown that it is advisable to have a man present at all times to protect city property.

Several improvements to the buildings and equipment were made in 1957. A new hoist with lubrication equipment was installed at the Forest Hills garage to take care of snow fighting equipment. New overhead doors were installed at the Albany street, and Hyde Park garages. The lubrication lift at the Highland street garage was remodeled to handle the latest models of passenger cars. A complete new Alemite system was installed at Highland street to replace the worn out system.

If sufficient funds are available from Equipment Loans in 1958, considerable new equipment to replace worn out and outmoded automotive equipment will be purchased.

NUMBER OF EACH TYPE OF AUTOMOTIVE EQUIPMENT
IN PUBLIC WORKS DEPARTMENT

Passenger cars	82
Trucks, half-ton	35
Trucks, 1 to 1½ ton	47
Trucks, 2 to 3 ton	133
Trucks, 5 to 8 ton	5
Wreckers	6
Compressors	10
Trailer compressors	3
Crawler tractors	4
Tractor shovels	2
Front bucket loaders	19
Grader	1
Street flushers	6
Street sweepers	28
Road and sidewalk rollers	11
Snow fighters	36
Snow and bucket loaders	7
Miscellaneous equipment	58
<hr/>	
Total	493
Registered	440

Respectfully submitted,

JAMES H. STEWART,
Chief Automotive Engineer.

APPENDIX B

REPORT OF THE DIVISION ENGINEER OF
THE BRIDGE DIVISION

BOSTON, January 2, 1958.

To the Commissioner of Public Works.

DEAR SIR:

Submitted herewith is the annual report of the Bridge Division, covering the income, expenditures and operation of the Bridge Service and the Sumner Tunnel for the year ending December 31, 1957.

Respectfully,

JOHN J. MCCALL,
*Division Engineer,
Bridge Division.*

I. BRIDGE SERVICE.

Summary of Budget Appropriations and Expenditures

	Regular Appropriation	Bridges, Repairs, etc.	BRIDGES, CONSTRUCTION OF	
			Revenue	Non-Revenue
Balance from 1956.....	—	\$61,570 37	\$149,325 65	\$4,067,385 72
1957 Appropriation.....	\$699,786 00	70,000 00	—	47,192 07
Total Credits.....	\$699,786 00	\$131,570 37	\$149,325 65	\$4,114,577 79
Transfers from.....	9,639 00	—	—	—
Encumbrances.....	\$676,659 51	\$71,368 36	\$148,753 39	\$549,938 71
Total Debits.....	686,298 51	71,368 36	148,753 39	853,940 35
Unencumbered Balances.....	\$13,487 49	\$60,202 01	\$572 26	\$2,710,698 73

DETAILS OF EXPENDITURES ON TIDEWATER BRIDGES

TIDEWATER BRIDGES — 1957

Bridge	Draw- tenders' Salaries	Mechanics' Wages	Material	Repair Bills	Supplies, Utilities, Etc.	Total
*Broadway.....	\$15,290 15	\$1,092 10	\$28 58	\$192 20	\$339 28	\$16,942 31
Charlestown.....	50,789 36	1,924 81	16 40	1,943 61	1,271 55	55,945 73
Chelsea Street.....	58,194 42	3,736 64	201 97	328 16	682 94	63,144 13
Congress Street.....	43,704 76	2,404 58	87 68	785 08	658 24	47,640 34
*Dover Street.....	—	3,465 34	565 03	176 40	—	4,206 77
L Street.....	41,893 99	6,152 56	472 77	940 33	601 26	50,060 91
Malden.....	57,870 36	2,295 76	68 63	1,022 69	870 46	62,127 90
Andrew P. McArdle....	56,701 30	2,650 71	73 80	2,420 64	2,223 42	64,069 87
Northern Avenue.....	60,535 18	8,179 56	770 75	4,443 18	2,485 27	76,413 94
Summer Street.....	46,812 74	18,957 53	13,551 85	2,852 06	691 67	82,865 85
Totals.....	\$431,792 26	\$50,859 59	\$15,837 46	\$15,104 35	\$9,824 09	\$523,417 75

* Not operating as drawbridge but kept in operable condition for possible use during construction of Fitzgerald Expressway in Fort Point Channel area.

WATERBORNE TRAFFIC THROUGH DRAWBRIDGES — 1957

BRIDGE	Steamers	Tugs	Barges	Pleasure Craft	All Others	Total Vessels	Total Cargoes	Total Openings
Charlestown*.....	0	9	115	0	12	136	34	124
Chelsea Street.....	404	3,588	1,677	0	136	5,805	1,010	2,693
Congress Street.....	92	765	214	0	28	1,099	171	579
Malden.....	18	804	605	485	134	2,046	334	1,461
McArdle.....	588	5,564	1,930	0	586	8,668	1,226	4,048
Northern Avenue.....	91	2,551	288	0	1,534	4,464	783	2,144
Summer Street (Fort Point Channel) ..	91	721	198	0	12	1,022	137	530
Summer Street (Reserved Channel)....	0	84	151	352	9	596	78	491
Totals.....	1,284	14,086	5,178	837	2,451	23,836	3,773	12,070

* No openings allowed from May 1, 1957.

At the beginning of 1957, the Bridge Division maintained eleven (11) drawbridges, three of which were not operated as such; Broadway, Dover Street, and Warren Bridge.

The status and conditions of the various drawbridges are summarized as follows:

Fort Point Channel

Dover Street and Broadway Bridges

These bridges were not operated during the year but were maintained in operable condition in the event that the construction of the Fitzgerald Expressway would require the use of waterborne equipment using the channelway. To date, this has not been necessary.

In connection with the Dover Street Bridge, it has been decided to replace this structure with a solid fill causeway having culvert facilities to accommodate the tidal flow of the channel; and the Massachusetts Department of Public Works has agreed to execute the project under the provisions of Section 34, Chapter 90, of the General Laws, on condition that the City will contribute \$350,000 which represents 50 per cent of the estimated cost of the project.

This decision was based on an engineering study and report made for this department by William A. Fisher Company, Inc., consulting engineers.

At the present time, the Massachusetts Department of Public Works are having plans and specifications drawn for the project; and it is expected that these will be completed and the work commenced within the next few months; more or less in conjunction with the construction of the Fitzgerald Expressway facilities at Dover and Albany streets.

It is hoped that the replacement of Dover Street Bridge with a solid fill causeway will accelerate the filling-in of the channel at least to its upper end at Massachusetts avenue.

Summer Street, Congress Street, and Northern Avenue Bridges

These bridges are still fully operating.

The rebuilding of the Summer Street Bridge is being deferred until the American Sugar Refinery has relocated in the Charlestown area; at which time it is

fully expected that the Fort Point Channel will be entirely closed to navigation, thereby permitting the replacement of the Summer Street Bridge with a fixed span.

The Congress Street Bridge is in good condition.

The Northern Avenue Bridge is operating satisfactorily but requires constant maintenance. Structurally, the bridge is of an age, type and condition that warrants replacement; and this project should be scheduled as soon as feasible, consistent with the expected closing of the channel to navigation.

Reserved Channel

Summer Street Bridge (Formerly L Street Bridge)

This bridge is scheduled for major repairs to the approaches in the coming year. Under a Chapter 90 project, with the City assuming 40 per cent of the cost and the Commonwealth 60 per cent, the South Boston approach is to be entirely rebuilt and the Boston approach pilework repaired throughout. On the basis of bids received on December 10, 1957, the estimated cost is \$234,326.

The work to be done under this project is based on the findings of a professional inspection of the pilework and timberwork made by the Carnes Company, Inc., who were engaged by this department for the purpose. The inspection was made early in the year and completed with a report on March 28, 1957.

The drawspan of this bridge is not included in the work to be done. The draw is in good operating condition; and although the deck and superstructure will probably need repairs in the near future, it is hoped that the channelway can possibly be closed to navigation in the reasonably near future, thereby making it possible to build a fixed span to replace the draw span.

CHARLES RIVER

Warren Bridge

This bridge has been deactivated since November of 1954; with the movable draw spans pulled back to leave the waterway unobstructed. Although the bridge was closed to highway traffic and the drawbridge out of operation, it was maintained in operable condition for

emergency use until such time as the Charlestown Bridge reconstruction had progressed sufficiently to rule out the further need of Warren Bridge.

In September, 1957, Warren Bridge was officially discontinued as a public way from the pierhead line on the Charlestown end to the line of the Fitzgerald Expressway at the Boston end.

Accordingly, the drawspan structures were dismantled and removed under contract late in 1957, at a cost of \$1,497.

It is hoped that the remaining pile trestle approaches can be removed in the reasonably near future under the provisions of Chapter 91, of the General Laws, with the Commonwealth and the City each paying 50 percent of the cost.

Charlestown Bridge

The drawspan of this bridge has been closed to navigation since May 1, 1957, in order to permit the removal of the old mechanical and electrical operating equipment and installation of the new system.

This work is now near completion; and the drawspan will be restored to operation early in 1958.

Otherwise, the reconstruction of this bridge is in its final stage. At the present time, the bridge is still carrying 2-way vehicular traffic on one roadway; and sometime in February, 1958, should be fully opened to traffic with all work completed.

CHELSEA RIVER

Chelsea Street and Andrew P. McArdle Bridges

The two drawbridges spanning the Chelsea River at Meridian street and Chelsea street are in good condition and fully operating.

At the Chelsea Street Bridge, it is intended to alter the fender pier construction to comply with an order of the Corps of Engineers, United States Army, to widen the navigable waterway under the bridge to 96 feet. It now varies from 70 feet at the upstream side to about 98 feet at the downstream side. The alteration is made necessary because of the proposed permanent removal of the New York Central Railroad bridge immediately upstream of the City bridge.

MYSTIC RIVER

Malden Bridge (Alford Street)

This bridge is fully operating but is in very poor condition structurally, requiring constant maintenance.

This bridge should be replaced by a new structure as soon as possible; and it is expected that this project will be undertaken by the Massachusetts Department of Public Works as soon as Federal Aid funds are available, around July 1, 1958.

Inland Bridges

This department is involved in the maintenance of 80 inland bridges as follows:

Maintained entirely by this department . . .	49
Maintained jointly with New Haven RR . . .	15
Maintained jointly with Boston & Albany RR . . .	10
Maintained jointly with Boston & Maine RR . . .	1
Maintained jointly with M.T.A.	1
Maintained jointly with Town of Winthrop . . .	1
Maintained jointly with Town of Milton . . .	2
Maintained jointly with Town of Watertown . . .	1
<hr/>	
Total	80

During 1957, two major improvements were completed in the rebuilding of the Massachusetts Avenue Bridge over the New York, New Haven and Hartford Railroad, and the Winthrop Bridge over Belle Isle Inlet. These projects are described in detail hereinafter.

The Boylston Street Bridge over the Boston and Albany Railroad is in serious need of a new steel floor system and deck. It was intended to prosecute such work in 1957, but because of the uncertainty of final plans involving the use of the railroad right of way for an extension of the Massachusetts Turnpike as far as the proposed new Prudential Center, and the possibility that the present bridge may have to be rebuilt, the re-decking work has been deferred.

The Broadway Bridge over the Boston & Albany Railroad is in poor condition, and the city has petitioned the Massachusetts Department of Public Utilities on the matter of rebuilding. A hearing on the matter was held before the Department of Public Utilities on October 7, 1957, and was postponed to permit of further inspections and reports on the existing structure.

The city engaged the services of the Charles A. Maguire and Associates to furnish such inspection and report.

Any action relating to this bridge may possibly be deferred until such time as it is decided whether the Massachusetts Turnpike will be extended to the South Station.

The same is true of the Massachusetts Avenue Bridge over the Boston and Albany Railroad, which should be scheduled for major repairs or rebuilding within the next few years.

In general, otherwise, the fixed bridges throughout the city are in good condition, although several should be rebuilt to provide modern structures to accommodate present day traffic conditions.

Among these are the bridges located over the railroads at Tremont street (Arlington square), Southampton street, Boston street, Dorchester avenue, and Bennington street, East Boston.

Major Construction Work and Repairs Reconstruction of Charlestown Bridge

At the close of 1957, this project was nearing completion under separate contracts covering the drawspan and the approach spans. The work has been fully described in previous reports, having started late in 1955.

The work should be entirely completed early in 1958, at an estimated cost of \$615,000 for the drawspan; and \$925,000 for the approach spans. The original estimated cost based on the bid of the contractor, Builders Iron Works, was \$606,204 for the drawspan and \$931,965.50 for the approach spans.

Reconstruction of the Massachusetts Avenue Bridge Over the New York, New Haven & Hartford Railroad

A contract for this work was awarded to the low bidder, Builders Iron Works, in the amount of \$143,854.75.

Work was commenced on April 8, 1957, and completed on November 15, 1957, at a final cost of \$144,978.36.

This work was carried on without interfering with traffic by rebuilding the bridge one third at a time.

This work has resulted in a major improvement by replacing the old through girders with a deck type beam span thereby eliminating a dangerous traffic hazard and restriction.

Rebuilding the Winthrop Bridge over Belle Isle Inlet

Under the provision of Chapter 90, Section 34 of the General Laws, this bridge was rebuilt at a final cost of \$148,942.05; which cost was apportioned as follows:

Commonwealth (60%)	.	.	.	.	\$89,365 23
City of Boston (24%)	.	.	.	.	35,746 09
Town of Winthrop (16%)	.	.	.	.	23,830 73

The new bridge was built one half at a time in order to maintain traffic; and consists of a pile trestle foundation carrying a reinforced concrete deck and sidewalks. The new bridge is 10 feet wider than the old bridge which was of pile trestle construction with an all-wooden deck and sidewalks. The approaches were widened and improved to meet the new conditions.

Under a contract awarded to the low bidder, Eastern Roads Company, Inc., work commenced on March 27, 1957 and was completed on December 31, 1957.

*Reconstructing Span No. 3 of the Northern Avenue
Bridge over Fort Point Channel*

Because of the badly deteriorated condition of some of the main steelwork in this span it was necessary to make a major improvement. Inasmuch as the defective condition of the steelwork was brought about mainly by the Union Freight Railroad traffic, the railroad company was asked to participate in the cost of repairs, to which they agreed.

Accordingly, it was arranged for the city to remove the old decking, allowing the railroad to repair the steelwork, after which the city would construct a new deck.

This work was commenced under a contract awarded to Frederick W. Byron for the city's portion of the work, on June 24, 1957.

The railroad engaged the Groisser & Shlager Iron Works to make the necessary steel repairs and renewals.

At this writing the work is two thirds completed and the final third is expected to be completed early in 1958. The final portion of work was of necessity postponed because of winter conditions.

The total estimated cost to the city for this work is approximately \$27,000.

The railroad's cost is estimated to be approximately \$20,000.

*Emergency Repairs to the Operating Machinery of the
Congress Street Bridge over Fort Point Channel*

On April 10, 1957, a very serious defect was discovered in the gears of the operating machinery of the drawspan of this bridge, which made it extremely dangerous to attempt further openings of the draw.

Accordingly, an emergency contract was awarded to the General Ship & Engine Works of East Boston for making the necessary repairs. This was necessary in order to make all possible speed in restoring the bridge to operation so that the important sugar cargo boats could be allowed to pass.

Repair work was commenced on April 11, 1957, and finished on May 1, 1957, at a final cost to the city of \$12,000.

On the thirteenth of April, temporary repairs were made to permit one opening for a sugar cargo vessel which otherwise would have been held up for more than two weeks.

*Demolition and Removal of the Warren Bridge Draw-
span*

Warren Bridge was closed permanently to highway traffic on November 26, 1954, and the two drawspan units drawn back to permit an unobstructed waterway. The bridge was kept operable until such time as the Charlestown Bridge reconstruction project was substantially completed.

In September, 1957, Warren Bridge was officially discontinued as a highway under a contract awarded to James G. Grant Co., low bidder, for the removal and disposal of the two movable drawspan superstructures.

The work was commenced on November 12, 1957, and completed on December 29, 1957, at a cost of \$1,497.

Other Work Accomplished Under Contract By the Bridge Division During 1957

WORK	COST	CONTRACTOR
Resurfacing, etc. Arlington street over Boston and Albany Railroad	\$4,224 48	Albert C. Graglia
Furnishing field inspection, services, etc. Charlestown Bridge	3,150 00	Carnes Co.
Repairing the Fender System. Summer Street Bridge over Fort Point Channel	8,081 28	W. H. Ellis & Son Co.
Demolition and removal of buildings, East Boston Landing. South Ferry	3,730 00	Lawrence Building Wrecking Co.
Installing roadway gate lights. Various bridges	5,173 00	J. J. Finn Electrical Service
Inspection of Piling — Boston Approach and Drawspan Foundation. Summer Street Bridge over Reserve Channel	1,700 00	Carnes Co.

Yard Forces

The maintenance force of the Bridge Service is utilized in the various repair operations of both emergency and routine nature in repairs to bridge roadway decking, sidewalks, fender piers, retractile bridge tracks, stairways, railing and pertinent facilities.

Other work included placing barricades and traffic control signs necessary during the periods of pouring concrete deck slabs and the testing of mechanical and electrical facilities of bridges being repaired; and cleaning bridge sidewalks and stairways of ice and snow.

II. SUMNER TUNNEL 1957 BUDGET SUMMARY

CREDITS:	
Appropriation Credits, 1957	\$650,260 81
Pensions	45,639 63
Total Credits	<hr/> \$695,900 44
DEBITS:	
Expenditures, 1957	\$629,284 79
Unliquidated Encumbrances	374 00
Pensions	45,639 63
Total Debits	<hr/> \$675,298 42
Unencumbered Balance	\$20,602 02

SUMMARY OF 1957 TRAFFIC BY CLASSIFICATIONS

Class	Toll	DESCRIPTION	No. of Vehicles
1.	\$0 20	Truck not in excess of 2 tons capacity. Tractor without trailer	400,893
2.	0 20	Passenger car	12,199,300
3.	0 20	Motorcycle	3,807
4.	0 25	Truck over 2 tons and up to 5 tons capacity. Tractor with trailer over 2 tons and up to 5 tons capacity	61,668
5.	0 20	Passenger car with trailer	19,740
6.	0 35	Truck over 5 tons and up to 10 tons capacity. Tractor with trailer over 5 tons and up to 10 tons capacity	19,460
7.	0 20	Tractor with trailer not in excess of 2 tons capacity	2,810
8.	1 00	Truck over 10 tons capacity	1,837
9.	0 35	Bus with or without passengers	4,755
*		Reserved Lane	182,454
Total Traffic			12,896,724

* M. T. A. and Eastern Massachusetts Railway buses included in this classification.
7,156 M. T. A. and 75,962 Eastern Massachusetts Railway buses at \$0.35 included in this total.

COMPARATIVE 5-YEAR SUMMARY OF OPERATION, FROM
1953 TO 1957, INCLUSIVE

	1953	1954	1955	1956	1957
Vehicle Traffic:					
Total number vehicles	10,835,674	11,080,966	12,094,107	12,736,726	12,896,724
Monthly average	902,973	923,414	1,007,842	1,061,394	1,074,727
Weekly average	208,378	212,513	231,945	244,552	248,014
Daily average	29,686	30,359	33,135	34,800	35,333
Power Consumption:					
Total kilowatts	4,966,604	4,527,315	5,236,214	5,614,061	6,079,026
Financial Results:					
Operating expenditure	\$591,327 09	\$595,127 07	\$585,650 61	\$649,869 99	\$674,924 42
Balance to next year	16,591 87	3,925 18	6,188 73	28,924 02	374 00
Interest requirements	687,494 39	740,213 05	760,100 00	743,991 37	748,762 50
Refunded tolls	440 60	122 85	98 60	—	1 80
Total Expenses	\$1,295,853 95	\$1,339,388 15	\$1,395,093 63	\$1,422,785 38	\$1,424,062 72
Receipts	\$2,172,410 00	\$2,224,195 00	\$2,413,231 59	\$2,550,125 00	\$2,589,725 00
Balance from previous year	24,679 45	16,591 87	3,925 18	6,188 73	28,924 02
Total Receipts	\$2,197,089 45	\$2,240,786 87	\$2,417,156 77	\$2,556,313 73	\$2,618,649 02
Net Result	\$901,235 50 (Excess)	\$901,398 72 (Excess)	\$1,022,063 14 (Excess)	\$1,133,528 35 (Excess)	\$1,194,586 30 (Excess)

SUMNER TUNNEL

The Sumner Tunnel is a vehicular crossing between Boston proper and East Boston, and was opened for public use on June 30, 1934, and has been in continuous operation up to the present time.

The total traffic for the past year of 1957, which has been the highest in its history; amounted to 12,896,724 vehicles, an increase of 159,998 cars over the previous year of 1956.

All of the electrical and mechanical machinery and equipment used in connection with the ventilating and operation of the tunnel is in good condition and operating satisfactorily.

The Toll Collecting equipment including all treadles, key boxes and toll registers are under constant supervision and are recording and totalizing properly as per traffic requirements. All adjustments and repairs are made as may be required.

On December 20, 1957 a hearing was held by the Massachusetts Department of Public Utilities relative to toll rates for the coming year, 1958. It was agreed that the present rates be continued without change.

To date, the Massachusetts Port Authority which was created to consolidate several facilities, including the Sumner Tunnel, under one agency has not begun to function. Consequently, the operation, care and control of the Sumner Tunnel remains with the City of Boston.

CONTRACTS AWARDED IN 1957

1. Drainage System

A contract was awarded to the Mercer Marine Company after being properly advertised, for the sum of \$1,910 to clean and remove all mud and dirt from all catch basins, 72 drop inlets, all sand traps, sumps, etc., of the tunnel drainage system. All of the work had to be performed between the hours of 12.30 A.M. and 5.30 A.M.

2. Oil Burner

Invitation bids were sent to eight (8) of the larger oil companies for furnishing and installing a new oil burner in the Boston Ventilation Building, to replace the original burner that had been in continuous service since 1934. This contract was awarded to the Esso Oil Burner Company for the amount of \$456.

3. *Boston and East Boston Ventilation Buildings*

Specifications were written and a contract awarded after advertising, to the Bond Painting Company for the sum of \$14,321 to paint all of the steel and structures of these two buildings, including all glazing, and the removal of all existing glass louvers, and replacing them with Transite panels, all in accordance with the contract.

4. *Cleaning Exhaust Air Duct and Fan Rooms*

Bids were received after public advertisement for the "cleaning of exhaust air duct and fan rooms" and a contract awarded to the Mercer Marine Company for the cleaning and removal of all dust and dirt from the exhaust air duct and from 14 exhaust fan rooms. The total bid for this work amounted to \$1,195.

5. *Cleaning and Painting Ventilation Equipment at Ventilation Buildings*

Specifications were written and advertised, and a contract awarded to Joseph and Nicholas Bello, in the amount of \$7,941 for the cleaning and painting of ventilation equipment at the Sumner Tunnel Ventilation Buildings. This work called for the cleaning and painting of 28 ventilating fans, fan motors, dampers, damper operating mechanisms, fan housings, inside and outside, controllers, etc.

6. *Control Cable*

During the past year a contract was advertised and awarded to the Minot Construction Company for the sum of \$5,691 to install 4,292 feet of new 259 conductor No. 19 A.W.G. control cable furnished by the City of Boston. All work performed as per contract and specifications.

7. *Splicing Chamber Cover Plates*

Bids were received after public advertisement and a contract awarded to the Albany Contracting Company for the sum of \$1,830 to clean and paint all south wall chamber frames and cover plates. All work was performed as per specification and with no interference to vehicular traffic, all work between the hours of 12.30 A.M. and 5.30 A.M.

APPENDIX C

REPORT OF THE DIVISION ENGINEER OF
THE HIGHWAY DIVISION

BOSTON, January 2, 1958.

To the Commissioner of Public Works.

DEAR SIR:

The following report of the income, expenditures, and operation of the Highway Division of the Public Works Department is hereby submitted for the year ending December 31, 1957.

Respectfully submitted,

RUTHFORD J. KELLEY,
Division Engineer, Highway Division.

HIGHWAY DIVISION

PAVING SERVICE

SUMMARY OF BUDGET APPROPRIATIONS

APPROPRIATION.	Total Credits.	Expenditures.	Balance Unexpended.
Paving Service	\$1,840,286 63	\$1,600,040 04	\$240,246 59
Reconstruction of Streets	45,572 34	19,069 46	26,502 88
Public Ways, Construc- tion of (Revenue)	158,338 04	84,147 12	74,190 92
Public Ways, Construc- tion of (Non-Revenue)	5,160,141 16	1,785,406 98	3,374,734 18
Sidewalks, Construction and Reconstruction of	291,215 72	165,711 01	125,504 71
Street Signs	14,035 53	13,012 60	1,022 93
Snow Reomoval	475,000 00	449,797 64	25,202 36
Chapter 718 — Acts of 1956	2,280,208 82	1,484,467 59	795,741 23

In the Permit Office, the permits issued and monies received for 1957 are as follows:

PERMITS ISSUED

Signs	7,361
Occupation permits	7,444
Sidewalk licenses	330
Driveway applications	316
Special permits	392
Department permits (free)	1,253
Street opening permits	505
Total permits	17,601

CASH RECEIVED

Occupation permits	\$72,631 46
Signs	87,620 78
Sidewalk license	21,855 00
Plans and miscellaneous	16 75
Driveway applications	630 00
Notifications	110 00
Rents	10,054 50
<hr/>	
Total income less street openings	\$192,918 49
Street openings	73,354 72
<hr/>	
Total income	\$266,273 21

The regular forces of the Paving Service were employed as usual in the maintenance of public streets, resurfacing and patching macadam pavements, patching permanent pavements, such as asphalt and granite block, and maintaining gravel, brick, and artificial stone sidewalks.

In the snow removal season, division forces were employed in spreading rock salt and sand on icy streets and also supervised plowing work throughout the City by 250 contractors' hired plows after snowstorms. All snow removal bills for plowing, hauling, force account work, cubic yard removal, etc., were processed through the Paving Service office.

The following work was done in placing new street signs and replacing and repairing existing street signs:

Erected 217 4-inch street signposts.

Erected 8 new hero signs for dedication.

Replaced 186 hereo square signs.

Installed 752 new street signs.

Removed 384 old hand-painted signs, damaged baked enameled signs and obliterated signs.

Repaired and straightened 168 bent or broken street sign posts (4-inch type).

Repaired 276 broken street sign frames and welded 59 4-inch street sign posts in blacksmith shop.

Repaired 598 street sign frames, collars, and brackets on 4-inch street sign posts and light poles on location.

Removed 132 pieces of rope, wire, old tires, etc. from 4-inch street sign posts and light poles.

Installed 588 street sign frames.

Installed 367 street sign collars on 4-inch street sign posts and light poles.

Installed 57 adapters on wooden poles.

Installed 201 4-inch acorns on 4-inch street sign posts.

Installed 110 "Private Way" signs on 4-inch street sign posts and light poles.

Removed 53 "Private Way" signs from 4-inch posts and light poles because of the making of public ways.

Painted 602 4-inch street sign posts.

Painted 898 street sign frames.

Painted 397 4-inch acorns on 4-inch street sign posts.

Painted 649 street sign collars on street sign posts and light poles.

Installed 12 directional signs on 4-inch posts.

Washed and cleaned 376 street sign name plates.

Painted 293 blanks for temporary name plates.

There were 220 streets constructed or reconstructed during the year. There were approximately $6\frac{1}{2}$ miles of sidewalks improved during the year 1957.

Some of the more important thoroughfares on which reconstruction work was completed in 1957 are as follows:

Commonwealth avenue, from Brighton avenue to Warren street (Chapter 90).

Blue Hill avenue, from Columbia road to Mattapan square (Chapter 90).

Centre street, West Roxbury, from Spring street to Grove street (Chapter 90).

Baker street, West Roxbury, from Veterans of Foreign Wars Parkway to Newton line (Chapter 90).

Summer street, South Boston, from viaduct to East Second street, excluding drawbridge and approaches of bridge over reserved channel (Chapter 90).

L street, South Boston, from East Second street to East Fourth street (Chapter 90).

Washington street, Roxbury, from Northampton street to Eustis street (Chapter 90).

Arlington street, City Proper, from Boylston street to Beacon street.

Beech street, West Roxbury, from Kittredge street to Poplar street.

Berkeley street, City Proper, from Boylston street to Beacon street.

Boylston street, City Proper, from Tremont street to Charles street, and from Arlington street to Berkeley street.

Centre street, West Roxbury, from Eliot street to Prince street.

Clarendon street, City Proper, from Boylston street to Beacon street.

Day square, East Boston.

Jackson square and vicinity, Roxbury, including parts of Centre street, Columbus avenue, and Ritchie street.

Massachusetts avenue, City Proper and Roxbury, from Huntington avenue to Columbus avenue.

Metropolitan avenue, Hyde Park, from Beacon street to Milton line.

North Harvard street, Brighton, from Hooker street to Western avenue.

Parker Hill avenue, Roxbury, from Parker street to Sunset street.

Perkins street, West Roxbury, from Prince street to Francis Parkman Drive.

Ruggles street, Roxbury, from Columbus avenue to Leon street.

Roxbury Crossing, Roxbury, from Tremont street to Roxbury street.

The following is a list of streets constructed and reconstructed and sidewalk work done by contract in the various wards of the City in 1957.

Ward 1 — Chelsea street, Orleans street, Shelby street, Eagle square, East Eagle street, Boardman street, Prescott street, Sea View avenue, Trenton street, Walley street, Day square, Ashley street, Leyden street.

Ward 2 — Bunker Hill street (Chapter 90), Chelsea street (Chapter 90), Hunter street (Chapter 90), Moulton street (Chapter 90), Vine street (Chapter 90).

Ward 3 — Bulfinch street (sidewalks), Tileston street (sidewalks), Bulfinch place (sidewalks), Wiggin street (sidewalks), Commercial street (sidewalks), Bowker street, Chardon street, Devonshire street, Foster street, Hawkins street, Hinchman street, Pitts street, Court street, Merrimac street, Tremont street, Green street, Hayward place, Harrison avenue, Arch street, Franklin street, Tremont street, Washington street, High street, Matthews street, Leather square, North Bennett street.

Ward 4 — Huntington avenue (sidewalks), Saint Cecilia street (sidewalks), Saint Stephen street (sidewalks), Stuart street (sidewalks), Gainsborough street (sidewalks), Hemenway street (sidewalks), Saint Botolph street (sidewalks), Forsyth street, Dalton street (sidewalks), Falmouth street (sidewalks), Carleton street, Forsyth street (roadway widening), Ruggles street, Clarendon street, Massachusetts avenue (H—C), Saint James avenue, Massachusetts avenue (W—B).

Ward 5 — Brookline avenue, Beacon street (sidewalks), Marlborough street (sidewalks), Hereford street (sidewalks), Newbury street (sidewalks), Berkeley street, Boylston street, Clarendon street, Public Alley No. 439, Arlington street, Beacon street, Dartmouth street, Exeter street, Hereford street, Boylston street, Eliot street, Stuart street,

Tremont street, Beacon street (MA — CE), Pinckney street, Peterborough street (sidewalks), Dartmouth street (sidewalks).

Ward 6 — East Fifth street, Northern avenue, Columbia road, East Fourth street, M street, West Fourth street, East Sixth street, L street and Summer street (Chapter 90), B street, Fargo street.

Ward 7 — Dr. Michael Gavin Way (sidewalks), General Lawrence J. Logan Way (sidewalks), General William H. Devine Way (sidewalks), Kemp street (sidewalks), Major Michael J. O'Connor Way (sidewalks), Monsignor Dennis F. O'Callaghan Way (sidewalks), Mayhew street (sidewalks, Columbia road, Dudley terrace.

Ward 8 — Washington street (Chapter 90), Eustis street (Chapter 90).

Ward 9 — Greenwich court, Columbus avenue, Simmons street, Massachusetts avenue, Tremont street, Washington street (Chapter 90).

Ward 10 — Alleghany street, Calumet street, Fisher avenue, Iroquois street, Parker street, Parker Hill avenue, Pontiac street, Saint Alphonsus street, Darling street, Walden street.

Ward 11 — Fort avenue (safety barrier), Glen road, Forest Hills street, Cemetery road, McBride street (sidewalks), Jamaica street, Columbus avenue.

Ward 12 — Forest Hills street, Cemetery road, Crestwood park, Lorimer place, Park View street, Blue Hill avenue (Chapter 90).

Ward 13 — Mount Vernon street (sidewalks), Dalin place, Howard place.

Ward 14 — Brunswick street, Blue Hill avenue (Chapter 90).

Ward 15 — Homes avenue (sidewalks).

Ward 16 — King street (sidewalks), Whitten street, Daytona terrace, Hutchinson street, Glide street (sidewalks).

Ward 17 — Barna road, Range road.

Ward 18 — Chapel road, Meadowview road, Millstone road, Beech street, Canterbury street, Deforest street, Rosa street, Harmon street, Richmere road, Loring street (sidewalks), Tyler street (sidewalks), Blue Hill avenue (Chapter 90), River street (Chapter 90), Brainard street, Cliftondale street, Harvard avenue, Metropolitan avenue, Prospect street, Radcliffe road, Rosemont street, Ruskindale road, Taunton avenue, Tileston street, Gordon avenue (sidewalks), Hale street (sidewalks), Daniel court, Dietz court, Dietz road, Dodge road, Eastmont road, Kardon road, Kristin court, Leighton road, Senders court, Susanna court, Wharton court, Belnap road, Greenwood avenue, Metropolitan avenue, Gordon avenue, Derry road, Green-

wood Circle, Huntington avenue, Melba Way, Safford street, Barry street, Chestnut street, Byrd avenue, DeStefano road, Rosecliff terrace.

Ward 19 — Louder's Lane, Wachusett street, Alveston street, Centre street, Dunster road, Granfield avenue, Moss Hill road, Patten street, Roanoke avenue, Elm street, Cummins Highway (sidewalks), Agassiz park, Cheshire Street Extension, Driftwood road, Mossdale road, Meyer street, Pershing road, Perkins street.

Ward 20 — Eastbourne street, Edgemere road, Glenburnie road, Keith street, Landseer street, Mendum street, Pelton street, Redgate road, Rockland street, Schiller road, Anawan terrace, Albright street, Libbey street, Maple Street Extension, Maple Street Footway, Carey street (sidewalks), Woodard Road (sidewalks), Alaric street (sidewalks), Gretter road (sidewalks), Centre street and Baker street (Chapter 90), Gardner street, Rivermoor street, Charles Park road, Autumn street, Cohasset street, Dunwell street, Francesca street, Heldun street, Joyce Kilmer road, Lasell street, Manthorne road, Montview street, Peak Hill road, Perham street, Powell street, Saint Theresa avenue, Gretter road, Schirmer road, Grayfield avenue, Crockers Lane, Hackensack road, Marlin road, Sherbrook street, Spinney street, Welton road, Corey street, Church street, Jacqueline road, Willowdean avenue, Courtney road, Willow terrace.

Ward 21 — Brookline avenue, Overland street, Englewood avenue, Beacon street (sidewalks), Commonwealth avenue (sidewalks), Colborne road, Hinsdale street, Keswick street, Medfield street, Blenford road.

Ward 22 — Kenrick street (sidewalks), Athol street, Everett street, Holton street, North Harvard street, Lake Shore road, Eatonia street, West Sorrento street.

WORK DONE BY CONTRACT IN 1957

ITEM	QUANTITY
Earth excavation	60,799 cubic yards
Rock excavation	3,251 cubic yards
Bank gravel	57,527 tons
Crushed stone for edgestone	2,816 tons
Base removed	9,773 square yards
Pavement removed	51,712 square yards
Straight edgestone	32,388 lineal feet
Circular edgestone	7,825 lineal feet
Corners	1,154 each
Edgestone reset or relocated	62,823 lineal feet
Edgestone hauled to City yard	7,300 lineal feet
Macadam base	41,013 tons
OA asphalt	229,558 gallons

TABLE SHOWING LENGTH AND

EA OF PAVING ON ACCEPTED STREETS, CORRECTED TO JANUARY 1, 1958.

	LENGTH IN MILES.							
	Sheet Asphalt.	†Asphalt Concrete.	‡Granite Block.	Wood Block.	Plank on Bridges.	Brick.	§Concrete.	
Year 1956 Report.	227.57	337.44	26.36	0.15	0.35	0.50	19.77	
Per Cent.	30.46	45.17	3.53	0.02	0.05	0.07	2.64	
JANUARY 1, 1958.								
City Proper.	49.02	32.12	8.39	0.06	0.09	0.17	2.87	
Charlestown.	4.31	7.59	4.72	0.06	0.02		0.74	
East Boston.	2.86	23.52	2.96		0.02	0.02	1.39	
South Boston.	11.61	20.57	4.91	0.00	0.03		0.32	
Roxbury.	40.14	37.49	2.32			0.02	4.13	
West Roxbury.	34.48	95.91	0.02		0.04		2.27	
Dorchester.	53.85	82.01	0.48	0.03	0.04	0.01	5.17	
Brighton.	20.52	33.49	0.29		0.08		0.78	
Hyde Park.	7.87	28.96	0.00		0.03		0.64	
Total.	224.66	361.66	24.09	0.15	0.35	0.22	18.31	
Per Cent.	30.05	48.37	3.22	0.02	0.05	0.03	2.45	

				AREA IN SQUARE YARDS.										
adam.	Gravel.	Not Graded.	Totals.	Sheet Asphalt.	†Asphalt Concrete.	‡Granite Block.	Wood Block.	Plank on Bridges.	Brick.	§Concrete.	||Macadam.	Gravel.	Not Graded.	Totals.
14.22	9.96	0.77	747.09	4,573,537	6,647,373	611,832	2,474	9,244	8,795	407,513	2,003,957	171,205	28,317	14,464,247
16.63	1.33	0.10	100.00	31.62	45.96	4.23	0.02	0.06	0.06	2.82	13.85	1.18	0.20	100.00
2.46	0.30	.....	95.48	1,095,722	733,055	164,747	278	3,258	3,069	93,601	37,362	6,087	.....	2,137,179
5.22	0.03	0.01	22.70	84,464	206,362	105,674	1,503	1,098	.....	13,395	71,866	407	41	484,810
7.59	0.22	0.04	38.62	61,764	536,648	60,572	.....	355	321	47,177	167,283	3,785	812	878,717
6.21	0.11	0.50	44.62	245,327	431,284	134,984	21	892	1,055	18,780	102,874	1,236	15,754	952,207
10.81	0.40	0.00	95.31	823,683	704,089	30,334	.....	.....	1,188	63,041	154,959	7,312	27	1,784,633
23.47	0.55	0.00	156.74	608,002	1,759,809	3,098	.....	983	.....	32,729	381,727	8,326	4,090	2,798,674
33.29	1.27	0.03	176.18	1,018,646	1,547,329	10,157	338	985	145	83,059	511,313	21,257	1,737	3,194,966
10.37	0.23	.....	65.76	454,207	648,420	22,881	.....	1,231	.....	22,131	166,928	3,544	50	1,319,392
12.37	2.54	0.20	52.61	134,825	553,799	45	.....	442	.....	10,086	200,134	40,611	4,506	944,448
11.79	5.65	0.78	747.66	4,526,640	7,120,795	532,492	2,140	9,244	5,778	383,999	1,794,446	92,565	26,927	14,495,023
14.95	0.76	0.10	100.00	31.23	49.13	3.68	0.01	0.06	0.04	2.65	12.37	0.64	0.19	100.00

TOTAL PUBLIC STREETS 747.66 MILES.

NOTE.—In the above table the city is subdivided substantially on the

boundary lines between the districts as they existed when annexed to Boston. Territory annexed from Brookline included in City Proper.

†Of this amount 0.02 miles or 185 square yards is cobble; and square yards is granite block paving on concrete base.

§Of this amount 0.06 miles or 435 square yards is Blome granite

||Of this amount 99.01 miles or 1,603,711 square yards is bitum

6.61 miles or 36,507 square yards public alleys included in this table; public streets in charge of Commonwealth of Mass

3 miles or 356,848

concrete block.

us macadam.

†Of this amount 60.63 miles or 1,153,311 square yards is bitulithic; and 2.26 miles or 36,998 square yards is Topeka; and 0.06 miles or 920 square yards is Filbertine; and 0.03 miles or 595 square yards is Carey Elastic Asphalt Plank; and 0.06 miles or 518 square yards is Johns-Manville Asphalt Plank; and 0.09 miles or 2,224 square yards is Asphalt Block; and 1.61 miles or 50,590 square yards is Tar Concrete.

.89 miles or 61,291 square yards public streets in charge of Park Department included in this table; 15.90 miles or 533,126 square yards streets included in this table. In addition to this table there are 2.41 miles or 11,740 square yards of accepted footways.

Concrete base	2,526 cubic yards
Concrete backing up sidewalks	18 cubic yards
Bituminous concrete base (roadway)	54,770 tons
Bituminous concrete top (roadway)	38,179 tons
Bituminous concrete base (sidewalk)	4,032 tons
Bituminous concrete top (sidewalk)	3,797 tons
Sheet asphalt	6,559 tons
Artificial stone sidewalks	1,027,529 square feet
Artificial stone driveways	95,337 square feet
Loam spaces	4,515 square yards
Loam back of sidewalks	1,462 cubic yards
Covers reset	4,331 each
Catch basins or manholes rebuilt	133 each
Catch basins or drop inlets built	70 each
Sign posts set or reset	450 each
Parking meters reset	524 each
Stone bounds	154 each
Bituminous concrete pavement	501,196 square yards
Sheet asphalt pavement	81,698 square yards

YEARLY REPORT OF WORK DONE BY DEPARTMENT FORCES FOR 1957

Brick sidewalks, laid and relaid	9,789 square yards
Gravel sidewalks, relaid	1,631 square yards
Artificial stone sidewalks, laid (new)	18,295 square feet
Artificial stone sidewalks, relaid (old)	143,377 square feet
Bituminous concrete sidewalks	20,147 square yards
Artificial stone sidewalks, patched with black top	9,580 square feet
Edgestone reset (old)	2,331 lineal feet
Macadam roadway patched	96,228 square yards
Macadam roadway resurfaced	5,330 square yards
Asphalt or bituminous concrete road- way patched	96,339 square yards
Asphalt or bituminous concrete road- way resurfaced	3,267 square yards
Street cleaning	10,559 cubic yards
Snow removal	45,952 cubic yards

PAVING SERVICE — 1957

Street cleaning	\$35,120 36
General highway expenditures	615,326 79
Sidewalk and curbing	252,125 95
Snow and ice removal	67,748 42
Street signs	29,012 59

\$999,334 11

HIGHWAY DIVISION

LIGHTING SERVICE

Financial Statement

Total Credits for 1957	\$1,609,191 06
Total Expenditures for 1957	1,609,191 75
Deficit	\$ 0 69

Individual Expenditures

Street and Park Lighting (Electric):		
Boston Edison Company	\$1,392,808 07	
Boston Gas Company, Charles-		
town District	64,643 43	
Boston Edison (footways)	3,160 31	
Boston Gas Company, Charles-		
town (footways)	502 19	
Boston Edison Company (sub-		
stations)	17,656 10	
Boston Gas Company, Charles-		
town (substation)	4,958 37	
		\$1,483,728 47
Street Lighting (Gas):		
Boston Gas Company	\$21,687 82	
American Service Company	40,667 44	
		\$62,355 26
Police Spotlights:		
Boston Edison Company	\$1,900 63	
Boston Gas Company, Charles-		
town	59 01	
		\$1,959 64
Construction:		
Installation, removal, relocation		
and modernization:		
Boston Edison Company	\$5,556 55	
Boston Gas Company	8,725 97	
James Scimone, gas post re-		
moval	11,187 50	
Emergency maintenance	2 50	
		\$25,472 52
Salaries:		
Administrative and engineering		
personnel	\$25,817 95	\$25,817 95
Office supplies	\$353 24	\$353 24
Electrical maintenance and re-		
placement parts	\$5,181 40	\$5,181 40
Advertising	\$24 50	\$24 50
Travel expenses	\$3 40	\$3 40
Office equipment	\$295 37	\$295 37
Spotlight poles	\$4,000 00	\$4,000 00

Following is an account of orders issued by the Lighting Service of the Highway Division of the Public Works Department during the year 1957:

MERCURY VAPOR LIGHTING PROJECTS

In 1957 orders were issued on the following listed streets, main thoroughfares and business areas for re-lighting with modern mercury vapor lighting:

	Units	Lumens Each
Atlantic Avenue, Boston	15 single	15,000
Bunker Hill Street, Charlestown . . .	42 single	15,000
Blue Hill Avenue, Dorchester	1 single	15,000
Berkeley Street, Boston	4 single	15,000
Beacon Street, Brighton	4 single	15,000
Centre Street, Roxbury	4 single	15,000
Chelsea Street, Charlestown	1 single	15,000
Centre Street, West Roxbury	8 single	15,000
Commonwealth Avenue, Brighton . . .	32 twin	15,000
Commonwealth Avenue, Brighton . . .	55 single	10,000
Commonwealth Avenue, Boston	2 single	15,000
Canterbury Street, West Roxbury . . .	8 single	10,000
Columbus Avenue, Roxbury	7 single	15,000
Dudley Street, Roxbury	17 single	15,000
East Broadway, South Boston	20 single	15,000
Freeport Street, Dorchester	7 single	15,000
Hunter Street, Charlestown	1 single	15,000
Hyde Park Avenue, Hyde Park	39 single	15,000
Eustis Street, Roxbury	2 single	15,000
Harrison Avenue, Roxbury	2 single	15,000
Keany Square, Boston	1 single	15,000
Maverick Square, East Boston	6 single	15,000
Maverick Square, East Boston	5 twin	15,000
Massachusetts Avenue, Roxbury	8 single	15,000
Massachusetts Avenue, Boston	12 single	15,000
Massachusetts Avenue, Boston	7 twin	15,000
Purchase Street, Boston	10 single	15,000
Purchase Street, Boston	2 twin	15,000
Ritchie Street, Roxbury	1 single	15,000
Ruggles Street, Roxbury	5 single	15,000
Roxbury Street, Roxbury	10 single	15,000
Roxbury Street, Roxbury	1 twin	15,000
Summer and L Streets, South Boston . .	15 twin	10,000
Summer and L Streets, South Boston . .	45 single	15,000
Sumner Street, East Boston	1 twin	15,000
Theodore Glynn Way, Roxbury	5 single	15,000
Tremont Street, Brighton	16 single	15,000
Tremont Street, Roxbury	21 single	15,000

Vine Street, Charlestown	4 single	15,000
Washington Street, Boston	3 single	20,000
Washington Street, West Roxbury	84 single	15,000
Washington Street, Roxbury	23 single	15,000
Whittier Street, Roxbury	1 single	15,000
West Broadway, South Boston	1 single	15,000
Warren Street, Boston	1 single	15,000
Warren Street, Roxbury	4 single	15,000

GAS REPLACEMENT PROGRAM

During the year 1957 approximately 1,700 obsolete gas lamps were replaced with approximately 1,755 new modern luminaries with 2,500 lumen lamps. These new lamps, in most instances, are installed on long arms to diminish interference with trees and to eliminate glare from homes on residential streets.

MAINTENANCE OF POLICE SPOTLIGHTS

The maintenance of police spotlights continued during the year 1957. Program initiated for the installation of additional spotlights at the locations chosen by the Police Department.

INCANDESCENT LIGHTING PROJECTS

In 1957 orders were issued for the installation of new and the replacement of old lighting units.

	Units	Lumens Each
Academy Hill Road, Brighton	5 single	2,500
Brookford Street, Roxbury	5 single	2,500
Copeland Street, Roxbury	6 single	2,500
Calumet Street, Roxbury	17 single	2,500
Fisher Avenue, Roxbury	13 single	2,500
Iroquois Street, Roxbury	5 single	2,500
King Street, Dorchester	5 single	2,500
Liverpool Street, East Boston	5 single	2,500
Leighton Road, Hyde Park	7 single	2,500
Magazine Street, Roxbury	11 single	2,500
Newland Street, Boston	8 single	2,500
Parker Hill Avenue, Roxbury	11 single	2,500
Poplar Street, West Roxbury	18 single	2,500
Ronan Park, Dorchester	9 single	2,500
St. Theresa Avenue, West Roxbury	10 single	2,500
St. Alphonsus Street, Roxbury	6 single	2,500
Wellesley Park, Dorchester	9 single	2,500
Binney Street, Roxbury	6 single	4,000

Harvard Street, Dorchester	13 single	4,000
Parker Hill Avenue, Roxbury	21 single	4,000
Pembroke Street, Boston	10 single	4,000
Townsend Street, Roxbury	6 single	4,000
Waltham Street, Boston	6 single	4,000
White Street, East Boston	7 single	4,000
Camden Street, Roxbury	16 single	6,000
Dwight Street, Boston	5 single	6,000
Harvard Street, Dorchester	13 single	6,000
Harrison Avenue, Roxbury	8 single	6,000
Motte Street, Boston	5 single	6,000
Pleasant Street, Dorchester	19 single	6,000
Perkins Street, West Roxbury	5 single	6,000
Townsend Street, Roxbury	10 single	6,000
Troy Street, Boston	6 single	6,000
Calumet Street, Roxbury	1 single	10,000
Canterbury Street, West Roxbury	2 single	10,000
Franklin Park, Dorchester	1 single	10,000
Highland Street, Dorchester	1 single	10,000
Neptune Road, East Boston	1 single	10,000
Parker Hill Avenue, Roxbury	1 single	10,000
Savin Hill Avenue, Dorchester	1 single	10,000
Terrace Street, Roxbury	1 single	10,000

INCANDESCENT LAMPS

During 1957 incandescent lamps of 6,000 lumens each were installed on the following streets:

Asylum street, Boston (2); Circuit street, Roxbury (1); Claremont Park, Boston (2); Devine Way, South Boston (1); Forest Hills street, West Roxbury (1); Garrison street, Boston (1); Hanson street, Boston (4); Lingard street, Roxbury (2); Museum road, Roxbury (1); Playstead road, Roxbury (1); Regent street, Roxbury (1); Ringgold street, Boston (1); Town Field, Dorchester (3); Union Park, Boston (2); Way street, Boston (3).

Incandescent lamps of 4,000 lumens each were installed on the following streets:

Academy Hill road, Brighton (1); Bosworth street, Boston (1); Brooks street, West Roxbury (4); Crossman street, Dorchester (1); Calumet street, Roxbury (1); Circuit street, Roxbury (3); Crown Path, Dorchester (3); Douglas street, South Boston (1); Frawley street, Roxbury (1); Lamartine street, Roxbury (1); Magazine street, Roxbury (1); Sachem street, Roxbury (1); Seymour street, West Roxbury (1); Union Park street, Boston (2); Vining street, Roxbury (1).

Orders were issued by the Lighting Service for the installation of lighting units of 2,500 lumens as follows:

Alleghany street, Roxbury (4); Allston street, Dorchester (1); Autumn street, Roxbury (3); Bartlett street, Charlestown (1); Burton street, Roxbury (1); Belnap road, Hyde Park (2); Barnes avenue, East Boston (1); Bragdon street, Roxbury (1); Bayside street, Dorchester (1); B street, South Boston (3); Cross street, Charlestown (3); Clancy road, Dorchester (3); Chellman street, West Roxbury (2); Cordis street, Charlestown (3); Chadwick street, Roxbury (3); Claymount terrace, Dorchester (1); Cumston street, West Roxbury (1); Cornwall street, West Roxbury (2); Creighton street, West Roxbury (4); Carolina avenue, West Roxbury (3); Dodge road, Hyde Park (2); Delle avenue, Roxbury (1); Daly street, Dorchester (2); Draper's Lane, Boston (2); Dunmore street, Roxbury (2); Everett street, West Roxbury (2); Emmonsdales street, West Roxbury (1); Fourth street, South Boston (3); Field street, Roxbury (1); Fremont street, Dorchester (2); Fallon street, West Roxbury (3); Forest Hills street, West Roxbury (1); Fabin street, Boston (2); Frawley street, Roxbury (2); Green street, Charlestown (3); Gore street, Roxbury (1); Glen street, Dorchester (2); Gray street, Boston (4); Goodenough street, Brighton (2); Hazelmere road, West Roxbury (1); Henry street, East Boston (1); Harleston street, Roxbury (2); Horace street, East Boston (2); Ivanhoe street, Boston (3); Lawn street, Roxbury (1); Maverick street, East Boston (4); Maryknoll street, Dorchester (2); Minton street, Jamaica Plain (2); Mystic street, Charlestown (4); Messinger street, Dorchester (1); Merola park, Dorchester (2); M street, South Boston (3); Mission street, Roxbury (2); Nevada street, Dorchester (2); Norfolk avenue, Dorchester (1); Oswald street, Roxbury (1); O street, South Boston (2); Page street, Dorchester (2); Paris street, East Boston (1); Pleasant street, Charlestown (4); Rowe street, West Roxbury (3); Renfrew street, Roxbury (1); Rogers street, South Boston (1); Ringgold street, Boston (1); Ruggles street, Roxbury (2); Rawson street, Dorchester (1); South Hobart street, Brighton (1); Spaulding street, Dorchester (3); Standish street, Dorchester (1); Sachem street, Roxbury (3); St. Charles street, Boston (1); Stockwell street, Roxbury (2); Savin Hill avenue, Dorchester (1); Soley street, Charlestown (2); Seymour street, West Roxbury (1); Safford street, Hyde Park (4); Tupelo road, Roxbury (1); Tuttle street, Dorchester (1); Taylor street, Boston (1); Trumbull street, Boston (3); Union park, Boston (4); Wait street, Roxbury (3); Weymouth avenue, West Roxbury (2); Windsor street, Roxbury (4); Wilmington avenue, Dorchester (1); Wales street, Dorchester (2); Warner street, Dorchester (1).

Orders were issued by the Lighting Service during 1957 for the installation of 1,000 lumen lamps as follows:

Appian Place, East Boston (1); Atwill road, West Roxbury (1); Armstrong street, West Roxbury (1); Arborfield road, West Roxbury (4); Bickford street, Roxbury (1); Boswell Lane, Charlestown (2); Bayswater street, East Boston (1); Concord avenue, Charlestown (4); Calumet street, Roxbury (1); Canterbury street, West Roxbury; (1) Damrell street, South Boston (5); Desmond road, Dorchester (2); Filomena road, West Roxbury (1); Gordon avenue, Hyde Park (1); Gardenside street, West Roxbury (1); Garth road, Boston (2); Heron street, West Roxbury (1); Lexington avenue, Charlestown (2); Maryknoll terrace, Dorchester (1); Meadowview road, Hyde Park (3); Maple Street Extension, West Roxbury (1); Prospect park, Hyde Park (1); Stanwood street, Dorchester (2); Wilmot street, West Roxbury (2); Wedmore street, Dorchester (1); Willow terrace, West Roxbury (1); Whitby terrace, Dorchester (1).

APPENDIX D

REPORT OF THE DIVISION ENGINEER OF
THE SANITARY DIVISION

BOSTON, January 2, 1958.

To the Commissioner of Public Works:

DEAR SIR:

I submit herewith a statement of the activities of the Sanitary Division of the Public Works Department for the year ending December 31, 1957:

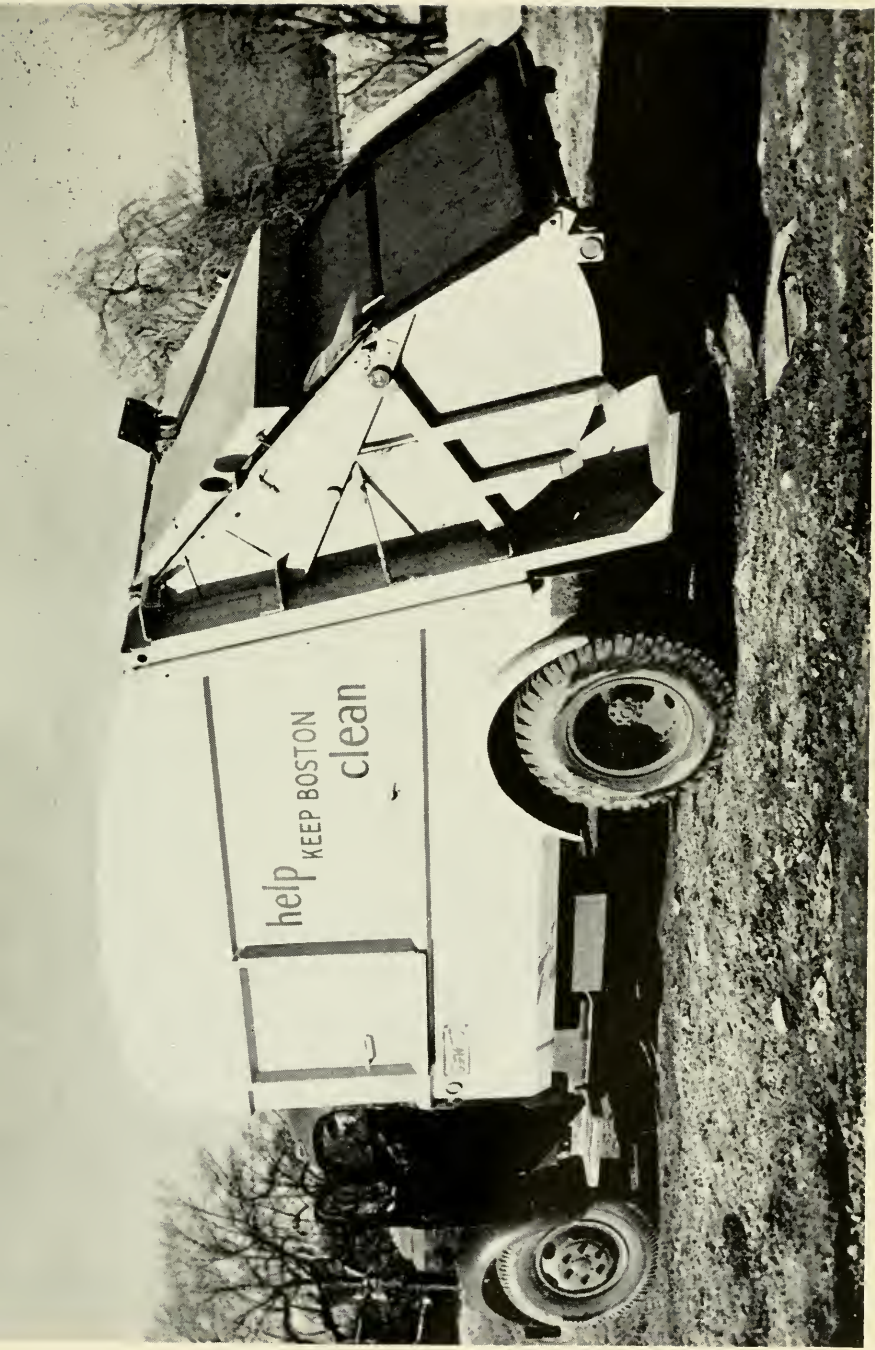
Refuse Collection and Disposal

Contracts for the collection of refuse, awarded in March, require that all the districts of the City now be provided with totally enclosed steel bodies on the collection trucks, which is an improvement in sanitation that has been a goal of the division for many years.

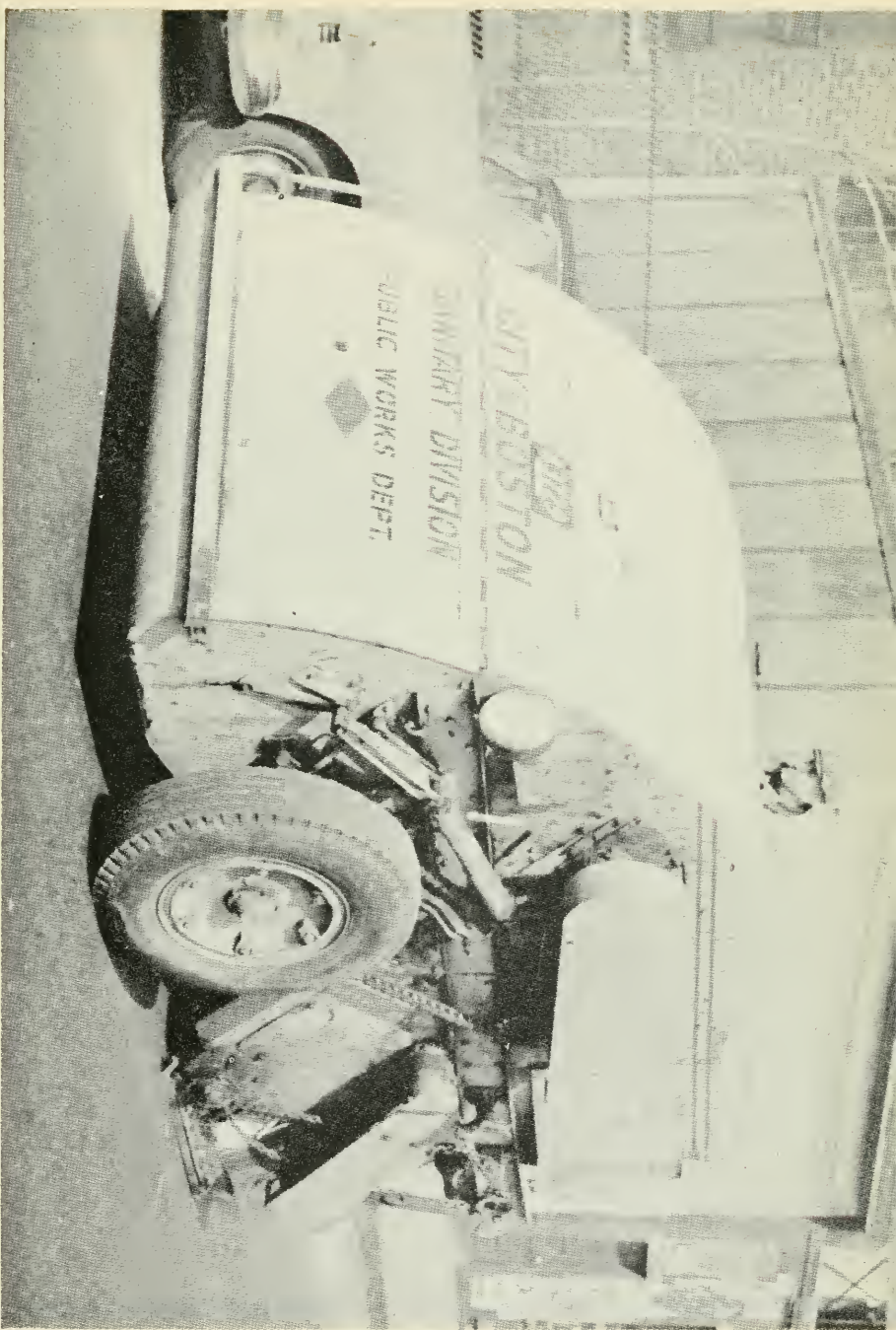
Disposal contracts for the so-called contract area, for the first time, split the work between two contractors, the DeMatteo Construction Company to continue the scow-towing and Spectacle Island dump operation, and the Coleman Disposal Company to operate the Calf Pasture dump for a one-year period from April 1, 1957 to March 31, 1958.

The total cost of refuse collection and disposal for 1957 was approximately \$2,600,000, which is more than \$200,000 under the cost of the same service in 1949.

This holding the line in costs is remarkable in view of the increase in the wage rate for collectors from \$1.30 an hour in 1949 to \$2.15 an hour in 1957, and the fact that fully enclosed packer-type truck bodies are now used in place of the open body trucks furnished previously. The resultant savings to the City were made possible by acquiring control of the refuse dumping sites and the institution of authentic competitive bidding on the refuse collection and disposal contracts over the past seven years.



Modern Refuse Collector of the Packer Type with Fully-Enclosed Steel Body. This Type now in Use in All Districts of the City



A Modern Elgin Street-Sweeping Machine. This Machine Efficiently Sweeps Up the Dirt from gutters and street, Performing the Same Amount of Work as About 20 Men.



Face of the Dump on Spectacle Island, Showing Bulldozer Spreading and Compacting the Refuse. In the Left Background Is Thompson Island.



A New Street=Flushing Machine Using a Nacconol=N.R. Solution—a Detergent—Washing Down School Street with a Bubble Bath.

Other disposal facilities have been maintained during the year by —

(a) Renewal of the Daggett contract for disposal of the East Boston refuse at the Saugus dump.

(b) Continuing the sale of garbage delivered at the Victory Road Receiving Station to a hog farmer in Sterling, providing an income of \$4,615 per year.

(c) Repairs to the roof of the Victory Road Station were done by J. F. Shea Company at a cost of \$1,475, and the interior steel work cleaned and painted by the C. A. Foley Company, at a cost of \$2,549.

(d) At the Gardner street dump, improvement was made by demolition of the old Brookline Water Works structures by Dooley Brothers, Inc., at a cost of \$4,300. The excellent dumping operation conducted at this site demonstrates the sound judgment exercised in acquiring the ninety-seven acres purchased by the department during the past few years, commencing in 1951.

Street Cleaning and Snow Removal

Mechanization of the street cleaning function proceeded with the acquiring of two new mechanical pick-up sweepers complete with cabs for the operators, and two new front-end bucket loaders.

An appropriation of \$200,000 was made for a new sweeper garage and office building at 650 Albany street. Borings were taken by the Carr Construction Corp., and preliminary architectural studies are in progress. Construction of this building may be commenced in 1958.

The division's street cleaning force removed snow from the streets in the down-town retail stores district following storms in excess of two inches, which occurred during the months of January, February and March. No snow fell during the fall months.

The entire division was mobilized for the Spring Clean-Up Campaign, conducted from March 25 to April 20. At the end of this period, every section of the city was in a clean condition, and the winter's accumulation of sand in the gutters had been removed.

Incinerator Construction

Construction of the South Bay Incinerator proceeded without delay this year. The J. F. White Contracting Company completed driving 62,000 feet, or almost twelve miles, of concrete-filled twelve-inch steel pipe.

piles, averaging a depth of 160 feet below the ground surface, at a cost of \$419,000. A revision of the contract with George Allen Company was made on April 24, providing for furnishing six instead of four incinerator furnaces and appurtenances, thereby increasing the plant capacity from 600 tons to 900 tons per twenty-four hours. The cost was \$462,264, the same price bid by the Allen Company sixteen months earlier, which brought the total amount of this equipment contract to \$1,426,131. This contract was later assigned to the Tynan Incinerator Company.

A contract for construction of the Refuse Storage Bin was awarded on June 3 to the low bidder, Coleman Brothers Corp., at a bid price of \$423,000. Due to difficult sub-soil and high ground water conditions, the bin was constructed in a cofferdam of steel sheeting. Work was approximately 95 per cent completed on this contract on December 31st.

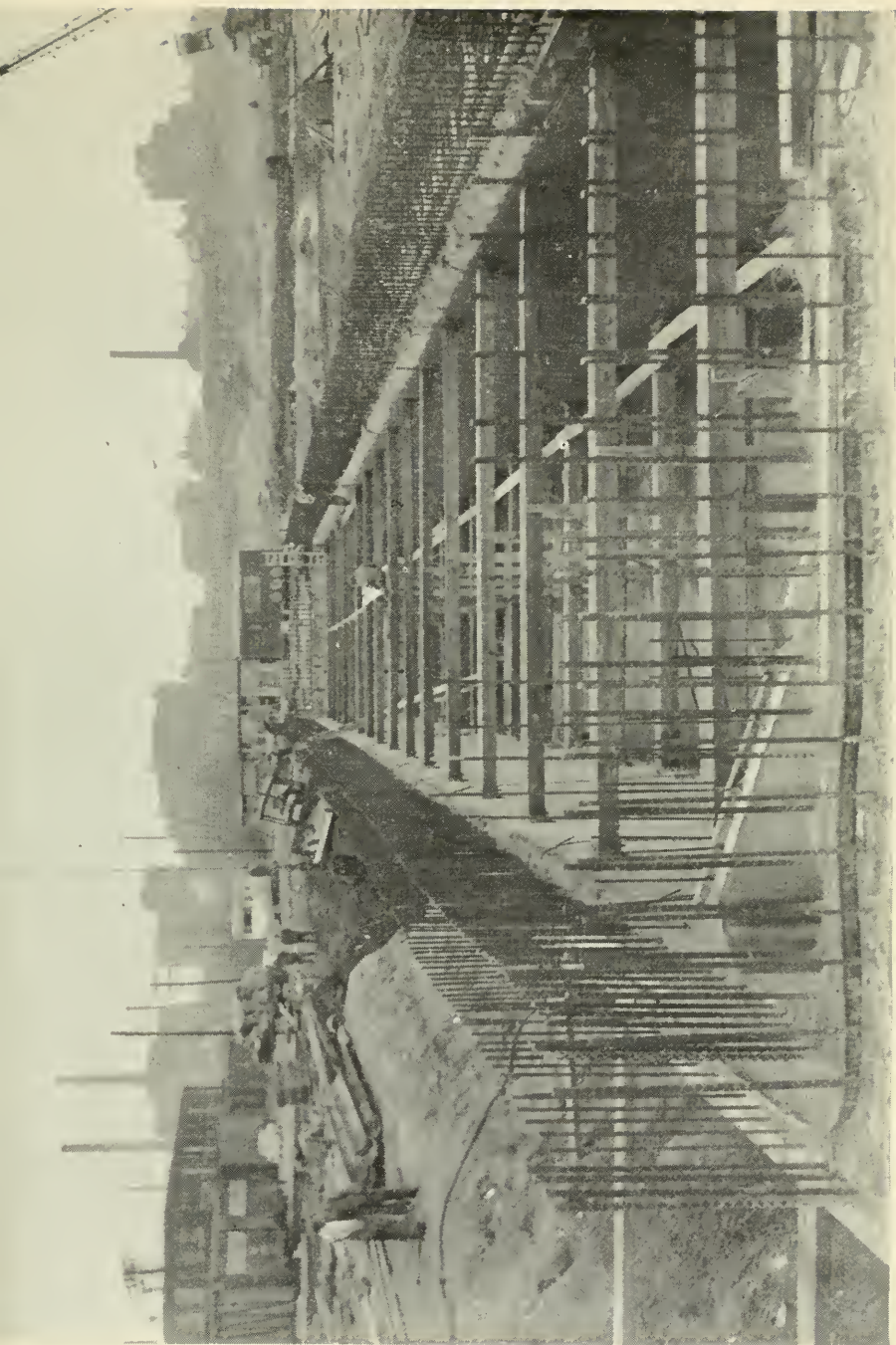
The plans and specifications for the incinerator building were completed by the consulting engineers, Metcalf & Eddy, in September, and a contract was awarded on November 25 to the low bidder, the John Bowen Co., Inc., in the amount of \$2,693,793. The Bowen Company plans to commence work early in 1958, as soon as the Coleman Brothers Corporation leaves the site, and is expected to complete the building within twelve months.

The only remaining incinerator work not contracted for is the steam main for transmitting steam, to be generated by burning refuse at the incenerator, to the Boston City Hospital. Plans and specifications for this work will be completed early in 1958. Utilization of the waste heat of incineration will provide a saving of over \$150,000 annually in fuel oil costs at the hospital. Additional revenue may be derived from the sale of surplus steam to the Boston Edison Company which has expressed an interest in this commodity.

The undersigned was promoted to the position of Division Engineer of the Sanitary Division on August 6, 1957, to fill the vacancy caused by the death of Division Engineer, Adolph J. Post, in February, 1956. The Acting Division Engineer in the interim was General Superintendent Timothy J. O'Leary.

Respectfully submitted,

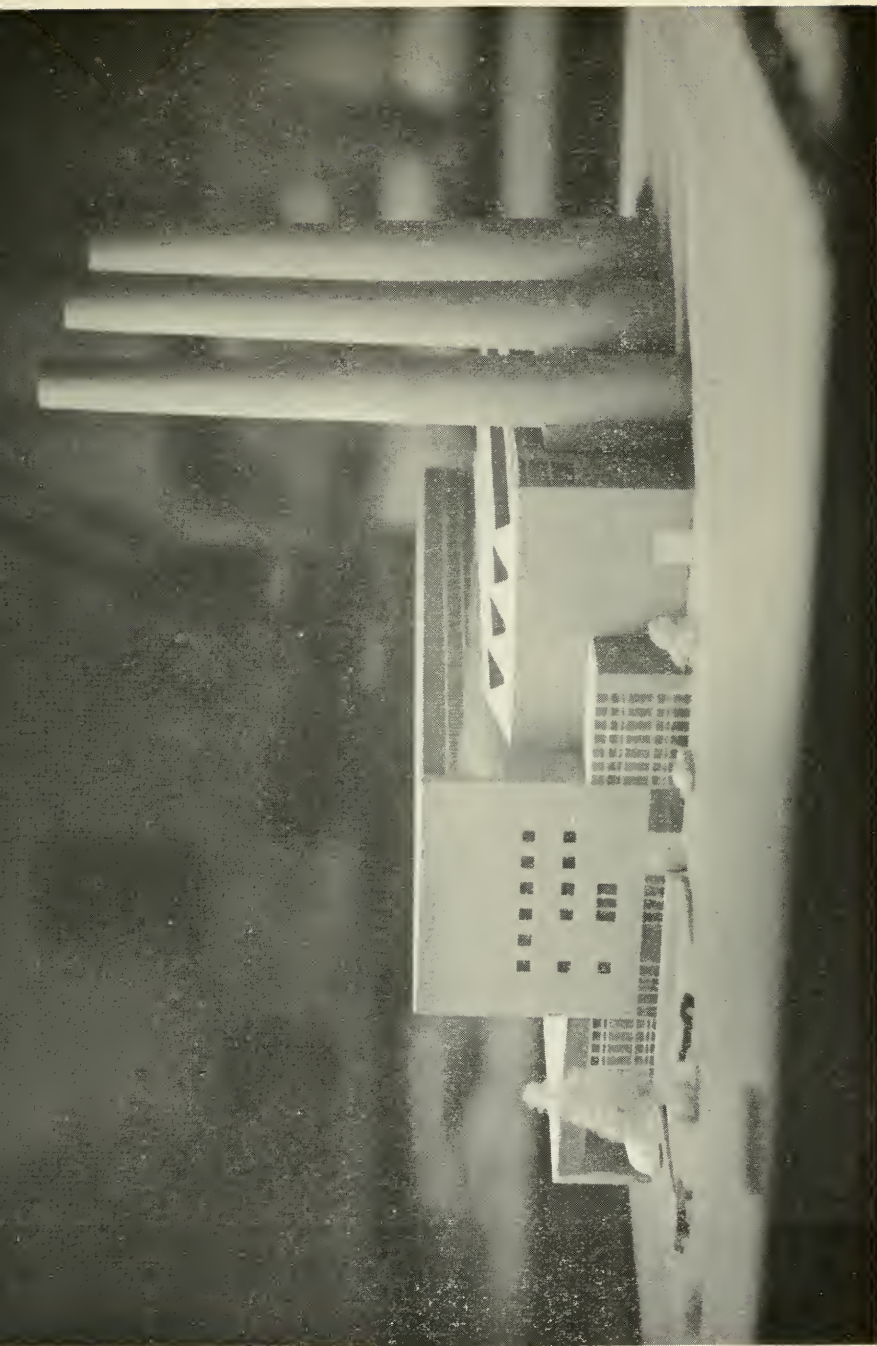
JOHN F. FLAHERTY, *Division Engineer,*
Sanitary Division, P. W. D.



Finishing-Up Operations on Construction of Refuse Storage Bin for South Bay Incinerator — Looking Westerly.
December, 1957.



Placing Steel Sheet for Construction of Refuse Bin for South Bay Incinerator. July, 1957.



Picture of Scale Model of South Bay Incinerator Which Will Have a Capacity to Burn 900 Tons of Refuse Every 24 Hours Will Be Placed in Operation Early in 1950



Calf Pasture Dump To Be Replaced by the 900-Ton South Bay Incinerator. Will Be Used for Dumping Noncombustibles and Incinerator Residue.

SANITARY DIVISION — 1957
Payments to Refuse Collection Contractors

District		Contractor	Monthly Contract Price	Total Payments
1	South Boston.....	Anthony J. Ryan, Jr..... (First 3 months)..... (Last 9 months).....	\$10,400 12,607	\$144,663
2	East Boston.....	Milano Brothers, Inc.....	7,328 +	90,856
3	Charlestown.....	Milano Brothers, Inc..... (First 3 months) Jeffries Disposal Corporation..... (Last 9 months)	3,953 4,832	55,347
4	Brighton.....	Anthony J. Ryan, Inc..... (First 3 months) Frank J. Cavaliere Company, Inc..... (Last 9 months)	13,400 14,420	169,980
5A	West Roxbury.....	Frank J. Cavaliere Company, Inc.....	10,350 +	127,550
5B	Jamaica Plain.....	J. J. Moore Company, Inc..... (First 3 months)..... (Last 9 months).....	9,615 11,100	128,745
6A	Dorchester—North....	Coleman Brothers Corporation..... (First 3 months)..... (Last 9 months).....	25,900 27,370	324,030
6B	Dorchester—South....	Coleman Brothers Corporation..... (First 3 months)..... (Last 9 months).....	29,100 30,570	362,430
7A	Elm Hill.....	William J. Banfield..... (First 3 months)..... (Last 9 months).....	5,310 5,420	64,710
7B	Dudley.....	United Contracting Company..... (First 3 months)..... (Last 9 months).....	6,729 6,929	82,548
7C	Mission Hill.....	Marinucci Brothers, Inc..... (First 3 months) Frank J. Cavaliere Company, Inc..... (Last 9 months)	8,140 7,960	96,060
7D	Roxbury.....	United Contracting Company..... (First 3 months) James A. Freaney, Inc..... (Last 9 months)	9,980 9,480	115,260
9	South End.....	James A. Freaney, Inc..... (First 3 months)..... (Last 9 months).....	7,170 6,940	83,970
9A	Back Bay.....	Dooley Brothers, Inc..... (First 3 months)..... (Last 9 months).....	3,690 2,990	37,980
9B	Stuart.....	James A. Freaney, Inc..... (First 3 months)..... (Last 9 months).....	3,560 2,910	36,870
10	North and West Ends..	Ward General Contracting Company.... (First 3 months)..... (Last 9 months).....	14,300 13,650	165,750
11	Hyde Park.....	Dooley Brothers, Inc..... (First 3 months)..... (Last 9 months).....	6,390 6,390 +	77,542
Total.....				\$2,164,291

Payments to Refuse Disposal Contractors

Districts	Contractor	Monthly Contract Price	Total Payments
3, 9, 9A, 9B, and 10.....	M. DeMatteo Construction Company.... (First 3 months)..... (Last 9 months).....	\$39,090 30,980	\$396,090
1, 7A, 7B, 7C, and 7D.....	Coleman Disposal Company..... (Last 9 months)	2,100	18,900
Total.....			\$414,990

Payments for Rental of Dumps

Dump Location	Contractor	Monthly Contract Price	Total Payments
Saugus.....	Dewey E. Daggett.....	\$900	\$10,800
Calf Pasture.....	Boston Gas Company..... (First 3 months)..... (Last 9 months).....	200 2,000	18,600
Total.....			\$29,400

Total Payments to Contractors for Refuse Collection and Disposal.....\$2,608,681

Expenditures in 1957

Payments to Refuse Collection Contractors...	\$2,164,291 00
Payments to Refuse Disposal Contractors....	.444,390 00
	<u>\$2,608,681 00</u>

Payroll totals were as follows:

Administrative and General Services.....	\$55,062 88
Shops and Storehouse.....	201,270 40
Collection and Disposal.....	292,767 95

Total Sanitary.....	\$549,101 23
Street Cleaning.....	1,632,314 15

Total Sanitary and Street Cleaning.....	<u>\$2,181,415 38</u>
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Overtime Payrolls were as follows:

Shops and Storehouse.....	\$4,246 46
Collection and Disposal.....	5,691 05
Street Cleaning.....	47,355 69

Total Overtime.....	<u>57,293 20</u>
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Total Payroll.....	<u>\$2,238,708 58</u>
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Payments on other Contracts.....	\$59,861 93
Supplies and Materials.....	47,652 72
Miscellaneous.....	4,134 62
Grand Total.....	<u>\$4,959,038 85</u>

Equipment Acquired During 1957

1 Wayne Sweeper.....	\$11,650 00
1 Elgin Sweeper.....	12,000 00
2 Trojan Front-End Loaders.....	15,800 00
3 G. M. C. 3-Ton (4-yard) Dump Trucks...	13,500 00
Total.....	<u>\$52,950 00</u>

Personnel Changes in Permanent Force During the Year 1957

Total Personnel, January 1, 1957	*616
Transfers In (from other Departments and Divisions)	24
Reinstatements	3
Appointments	35 62
	<u>678</u>
Deaths	9
Resignations	9
Retirements	21
Transfers Out (to other Departments and Divisions)	6
Discharges	3 48
	<u>†630</u>
Total Personnel, January 1, 1958	

* Including 1 Military Leave of Absence.

† Total net gain of 14 employees.

APPENDIX E

REPORT OF THE DIVISION ENGINEER OF
THE SEWER DIVISION

BOSTON, January 2, 1958.

To the Commissioner of Public Works.

DEAR SIR:

I submit herewith statement of the activities and expenditures of the Sewer Division for the year ending December 31, 1957.

Expenditures During 1957 — The activities of the Sewer Division during the year consisted of advertising for sewer construction at a contract bid price of \$141,520.80, and the maintenance and operation of the sewer system at a cost of \$786,871.90.

Contract Work — Contract work consisted of the extension of the sewer system to provide drainage for new buildings and street construction and to eliminate cess-pools, the locations and cost of which are attached.

Maintenance Work — Maintenance work consisted of the cleaning of 10,882 catch basins by contract and 1,894 by yard forces, the freeing of stopped sewers and catch basins, and the repair of sewers, manholes, and catch basins by the yard forces and the operation of the pumping station and disposal works, the cost of which is attached.

Major Accomplishments — Completion of enclosing Section 18 of Stony Brook, Hyde Park, in a conduit from Willow Street to Bald Knob Road, a distance of 4,678.45 linear feet. The contract was awarded to Pacella Brothers, it was started October 3, 1955, and completed September 28, 1957. The total and final amount paid under the contract was \$490,263.02.

Completion of the enclosing of the Canterbury Branch of Stony Brook, West Roxbury, in a conduit from the main line of Stony Brook Conduit to beyond Canterbury Street, a distance of 1,321 linear feet. The contract was awarded to Civitarese-Piatelli Corporation, the work started November 5, 1956, and was completed June 28, 1957. The total final payment under the contract was \$207,184.45.

A contract was awarded to P. J. Riley & Co. at an estimated cost of \$20,318, to furnish and install one main sluice gate at Calf Pasture Pumping Station. The work will start in 1958.

The emergency repair of sewers by advertised contract at a total cost of \$25,453.52.

The maintenance of about 1,200 miles of sewers and surface drains, the emergency cleaning of catch basins, the repair of broken sewers and catch basins, the answering of house drain complaints, the operation of pumping stations and storage basins for the disposal of sewage by division forces.

The keeping of records, the issuance of permits for and the inspection of the construction of house drains.

Engineering, clerical and inspectional work in connection with the construction of sewerage works done by advertised contract.

Proposed Work to be Done by Advertised Contract During 1958 is as Follows —

Emergency repairs of sewers, estimated cost, \$30,000.

Cleaning of catch basins, estimated cost, \$60,000.

Extension of sewer system to provide drainage for new buildings and new street construction. Estimated cost, \$300,000.

The covering in of that part of open Bussey Brook for a distance of about 1,400 linear feet, from the Dedham branch railroad to South street. Estimated cost, \$110,000.

The covering in that part of open Canterbury Branch of Stony Brook from Canterbury street to Walk Hill street, estimated cost, \$130,000.

The Sewer Division Labor Force consists of the following — 15 laborers, 1 carpenter, 30 motor equipment operators and laborers, 9 catch basin machine operators, 3 tide gate repairmen and 1 working foreman tide gate repairman, 8 working foremen sewer cleaners, 14 sewer cleaners, 4 bricklayers, 2 yardmen, 1 heavy motor equipment operator, 5 sewer district foremen, and 1 main drainage foreman. This makes a total of 94 men assigned to answering complaints, cleaning catch basins, cleaning sewers, repairs to manholes and catch basins, repairing broken sewers, and other related work.

Length of Sewers Built — During the fiscal year 1957 there were built by contractors and day labor 4.06 miles of common sewers and surface drains throughout the

city. After deducting 0.05 miles of sewers and surface drains, rebuilt or abandoned, the net increase for 1957 is 4.01 miles, which added to the existing 1,291.30 miles of common sewers and surface drains and 30.93 miles of intercepting sewers, makes a grand total of 1,326.24 miles of all sewers belonging to the City of Boston, and under the care of the Sewer Division on January 1, 1958.

There were 218 catch basins built or rebuilt and 42 abandoned or removed during the year, making a net gain of 176 catch basins and a grand total of 24,698 catch basins under the care of the Sewer Division on January 1, 1958.

Permit Office Report — Entrance fees to the amount of \$14,457.70 have been deposited with the City Collector for collection from estates upon which no sewer assessments were ever paid, in accordance with Ordinances of 1945, Chapter 27, Section 10.

Seven hundred and seventy-five permits have been issued, viz.: 112 to district foremen and contractors and 663 to drain layers for repairing or laying new house drains. Inspectors from this office have personally inspected the work done under these drain-layers' permits.

Two thousand and one complaints have been investigated and inspectors are instructed to report in writing in each case.

Two thousand and sixty-four catch basin complaints were received.

Reported in writing on 2,761 municipal liens to the City Collector, in accordance with Chapter 60, Section 25, of the General Laws. Reported orally on about 2,200 requests for information on municipal liens.

Notices have been mailed to abutters in conformity with the Ordinances of 1925, Chapter 27, Section 8, apprising them of the construction of new sewers or repairs to old sewers.

Respectfully,

ROBERT P. SHEA,
Division Engineer, Sewer Division.

**Summary of Sewer Construction for Twelve Months Ending
December 31, 1957.**

DISTRICTS.	Built by the City Either by Contract or Day Labor.	Built by Private Parties.	Total Lengths Built.	
	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Miles.</i>
City Proper.....	216.70	2,195.00	2,411.70	0.4567
Roxbury.....	463.70	.....	463.70	0.0878
South Boston.....	.....	.....	.....	.....
East Boston.....	.....	.....	.....	.....
Charlestown.....	.....	.....	.....	.....
Brighton.....	382.00	308.00	690.00	0.1307
West Roxbury.....	9,019.00	964.00	9,983.00	1.8907
Dorchester.....	1,553.87	438.60	1,992.47	0.3773
Hyde Park.....	5,497.97	372.80	5,870.77	1.1119
Totals.....	17,133.24	4,278.40	21,411.64	4.0551

**Summary of Sewer Construction for Five Years Previous to
January 1, 1958.**

	1953	1954	1955	1956	1957
	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Linear Feet.</i>
Built by city by con- tract or day labor...	27,469.81	33,316.89	33,237.48	25,559.88	17,133.24
Built by private parties or other city depart- ments.....	11,482.00	10,459.00	1,695.15	3,487.39	4,278.40
Totals.....	38,951.81	43,775.89	34,932.63	29,047.27	21,411.64

Total Length of Sewers.

DISTRICTS.	Total Lengths Built During Twelve Months Ending December 31, 1957.	Lengths Removed or Abandoned During Twelve Months Ending December 31, 1957.	Additional Lengths for the Twelve Months Ending December 31, 1957.	
	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Miles.</i>
City Proper.....	2,411.70	216.70	2,195.00	0.4157
Roxbury.....	463.70	33.60	430.10	0.0814
South Boston.....				
East Boston.....				
Charlestown.....				
Brighton.....	690.00		690.00	0.1307
West Roxbury.....	9,983.00		9,983.00	1.8907
Dorchester.....	1,992.47		1,992.47	0.3773
Hyde Park.....	5,870.77		5,870.77	1.1119
Totals.....	21,411.64	250.30	21,161.34	4.0077

	Miles.
Common sewers and surface drains built previous to January 1, 1957	1,291.30
Common sewers and surface drains built between January 1 and December 31, 1957	4.01
Common sewers and surface drains built ending December 31, 1957	1,295.31
City of Boston intercepting sewers connecting with Metropolitan sewers to December 31, 1957	6.81*
City of Boston main drainage intercepting sewers to December 31, 1957	24.12*
Grand total of common and intercepting sewers to December 31, 1957	1,326.24
Total mileage of streets containing sewerage works to January 1, 1958	714.94

* No additional lengths built during 1957.

Catch Basins in Charge of Sewer Division.

DISTRICTS.	CATCH BASINS FOR TWELVE MONTHS ENDING DECEMBER 31, 1957.			TOTAL FOR WHOLE CITY IN CHARGE OF SEWER DIVISION.	
	Number Built or Rebuilt.	Number Abandoned or Removed.	Net Increase.	Previous Report to January 1, 1957.	Grand Total to January 1, 1958.
Proper.....	1	0	1	3,800	3,801
bury.....	13	0	13	3,481	3,494
th Boston.....	0	0	0	1,477	1,477
t Boston.....	0	0	0	1,223	1,223
riestown.....	0	0	0	870	870
hton.....	41	5	36	2,106	2,142
t Roxbury.....	78	5	73	4,518	4,591
chester.....	42	32	10	5,699	5,709
e Park.....	43	0	43	1,348	1,391
Totals.....	218	42	176	24,522	24,698

Calf Pasture Pumping Station, 1957

Total millions of gallons pumped (annually)	39,996,699,000
Average cost per million gallons (annually)	\$5 08

Costs**Annual Total Operating Costs, 1957**

Labor	\$106,777 69
Edison Power	83,894 29
Fuel Oil No. 5	5,348 92
Fuel Oil No. 2	107 92
Bottled Gas	111 10
Supplies	3,101 28
Miscellaneous Oil	219 02
Service Orders	3,575 04
Total	\$203,135 26

SEWER DIVISION**Budget Expenditures, 1957****1. PERSONAL SERVICES**

10. Permanent employees	\$550,019 61
11. Temporary employees	1,153 75
12. Overtime	12,671 31
	<u>203,293 16</u>

2. CONTRACTUAL SERVICES

21. Communications	\$3,139 64
22. Light, heat and power	90,073 80
26. Repairs and maintenance of buildings and structures	104,102 63
27. Repairs and servicing of equipment	3,979 45
28. Transportation of persons	1,189 39
29. Miscellaneous contractual services	808 25
	<u>203,293 16</u>

3. SUPPLIES AND MATERIALS

32. Food supplies	\$14 85
33. Heating supplies and materials	7,798 95
34. Household supplies and materials	408 88
35. Medical, dental and hospital supplies and materials	29 15
36. Office supplies and materials	2,281 30
39. Miscellaneous supplies and materials	7,697 27
	<u>18,230 40</u>

4. CURRENT CHARGES AND OBLIGATIONS

49. Miscellaneous current charges and obligations	\$1,155 22	1,155 22
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5. EQUIPMENT

59. Miscellaneous equipment	\$348 45	348 45
Grand total		<u>\$786,871 90</u>

CONSTRUCTION REPORT, 1957. Sewerage Works, 1957.

ACCOUNTS	Totals	Labor	Materials	Contractors	Sundries
Office and engineer's salaries.....	\$119,012 60	\$119,012 60			
Miscellaneous bills, service orders, etc.....	5,195 08			\$3,011 23	\$2,183 85
Stock.....	29,038 38		\$29,038 38		
Land takings.....	900 00				900 00
Release Sewers.....	5,992 29	5,845 23	147 06		
Mechanics Iron Foundry Co., Contract No. 4134.....	30,278 81			30,278 81	
Mechanics Iron Foundry Co., Contract No. 4167.....	28,859 24			28,859 24	
Total Miscellaneous.....	\$219,276 40	\$124,857 83	\$29,185 44	\$62,149 28	\$3,083 85
Total sewers built.....	635,807 71	45,115 39	10,509 23	575,451 37	4,731 72
Total gross expenditures.....	\$855,084 11	\$169,973 22	\$39,694 67	\$637,600 65	\$7,815 57
CREDITS.					
Construction stock used on Construction.....	\$39,694 67		\$39,694 67		
Total expenditures, 1957.....	\$815,389 44	\$169,973 22	—	\$637,600 65	\$7,815 57

Sewerage Works Contracts, from January 1, 1957, to December 31, 1957.

LOCATION	Started	Finished	Contractors	Length in Feet	Character	Amount Expended in 1957
EAST BOSTON						
Gladstone street 500 feet west of Breed street.	Sept. 25, 1956	Oct. 4, 1956	Edward Vozzella.....	No const.	Final payment only.....	\$207 47
SOUTH BOSTON						
Summer street from First street to Reserved Channel.	Sept. 10, 1956	Nov. 28, 1956	John J. Botti.....	No const.	Final payment only.....	18,796 46
WEST ROXBURY						
Sewerage works and water works, Brook Farm road, from La Grange street to Lyall street.	Oct. 30, 1956	Dec. 11, 1956	G & F Construction Co.	No const.	Final payment only.....	2,487 15
Canterbury branch of Stony Brook from Stony Brook conduit, to 140 feet east of Canterbury street.	Nov. 5, 1956	June 21, 1957	Civitarese-Piatelli..... Construction Corp.	1,303.00 68.00 6.00	108" pipe surface drain..... 18" pipe catch-basin drain 12" pipe catch-basin drain 6 manholes	215,250 50
Forest Hills street between Williams street and 400 feet northerly.	Nov. 23, 1956	Feb. 1, 1957	S. J. Tomasello Corp.	383.00 400.00 160.00	10" pipe sewer..... 15" pipe surface drain 10" pipe catch-basin drain 4 manholes 5 catch basins 2 drop inlets	14,913 15
Moreland street from Laurie avenue to a point 400 feet northwesterly.	Mar. 19, 1957	April 22, 1957	Joseph P. McCabe, Inc.....	400.00 405.00	10" pipe sewer..... 10" pipe surface drain 3 manholes	4,718 17
Partridge street and Hackensack square....	Dec. 6, 1956	Mar. 5, 1957	Z & S Construction Co., Inc.	200.00 215.00	10" pipe sewer..... 10" pipe surface drain 1 manhole	8,191 68
Minor sewerage works in various streets in West Roxbury and Brighton.	April 12, 1956	June 23, 1956	N. Bevilacqua & Son.....	No const.	Final payment only.....	740 19
Willmot street from Navarre street 400 feet northeastly.	Oct. 29, 1956	Nov. 19, 1956	N. Bevilacqua & Son.....	No const.	Final payment only.....	522 78

Winchester terrace and outlet in private land to Rambler road.	Feb. 6, 1957	Feb. 21, 1957	Edward Vozzella.	235.00 236.00	10" pipe sewer. 10" pipe surface drain 3 manholes	4,369 45
Forest Hills street and Cemo road.	April 18, 1955	June 30, 1955	Rosindale Contracting Co.	No const.	Final payment only.	422 16
Minor sewerage works in Burley street, Cheshire street, Crocker's Lane, and DeStefano road.	Aug. 16, 1956	Sept. 19, 1956	Edward Vozzella.	No const.	Final payment only.	320 26
Sewerage works and water works in River-moor street.	July 23, 1956	Aug. 29, 1956	R. A. Bucella & Sons, Inc.	No const.	Final payment only.	1,704 69
La Grange street and Furbush road.	Aug. 22, 1956	Oct. 2, 1956	G & F Construction Co.	No const.	Final payment only.	472 14
Byrd avenue, West Roxbury and Rushmore street, Brighton.	June 17, 1957	July 22, 1957	N. Bevilacqua & Son.	219.00 708.00	10" pipe catch-basin drain. 10" pipe surface drain 7 manholes 9 catch basins	11,306 65
Robben road and outlet in Selwyn Street Extension.	July 25, 1957	Aug. 2, 1957	Z & S Construction Co., Inc.	186.00 370.00 195.00 113.00	24" pipe surface drain 15" pipe surface drain 10" pipe surface drain 10" pipe catch-basin drain 3 manholes 7 catch basins	9,414 00
Grandview street, West Roxbury, and outlet in private land to Winton street and minor sewerage works in June street.	Not yet started		G & F Construction Co.	No const.	Engineering only.	2,523 25
BRIGHTON						
Anselm terrace, Brighton and Emelia terrace, West Roxbury.	April 26, 1956	June 13, 1956	Rosindale Contracting Co.	No const.	Final payment only.	591 58
Keenan road and Ryan road.	Oct. 1, 1956	Oct. 10, 1956	Rosindale Contracting Co.	No const.	Final payment only.	291 35
DORCHESTER						
Sewerage works and water works in Caryll street between Morton street and Maryknoll street.	Oct. 8, 1956	Nov. 30, 1956	C. Russo, Inc.	No const.	Final payment only.	4,627 60
Mt. Vernon street between W. T. Morrissey Boulevard and end of street.	Mar. 27, 1954	May 4, 1954	Charles Callahan Co.	No const.	Final payment only.	982 68
Pope's Hill street and W. T. Morrissey Boulevard, West Howell street and Prairie street.	Sept. 19, 1956	Oct. 30, 1956	Rosindale Contracting Co.	No const.	Final payment and paving only.	8,466 86

Sewerage Works Contracts, from January 1, 1957, to December 31, 1957 — Continued.

LOCATION	Started	Finished	Contractors	Length in feet	Character	Amount Expended in 1957
DORCHESTER, Continued						
Messinger and Orlando streets.	June 20, 1956	July 14, 1956	Joseph Capone & Son, Inc. . .	No const.	Final payment only.	\$363 11
Tanglewood road and minor sewerage works in Dorchester and Hyde Park.	July 9, 1956	Sept. 4, 1956	N. Bevilacqua & Son.	No const.	Final payment only.	737 96
Corman road, Coffey street and Richmere road, Dorchester, and Greenwood Circle, Hyde Park.	June 24, 1957	Aug. 15, 1957	Joseph Capone & Son, Inc. .	112.00 314.40 324.32	Minor drain. 10" pipe sewer 12" pipe surface drain 7 manholes 7 catch basins	9,733 20
Gallivan Boulevard, north side, from man- hole opposite Marsh street to 250 feet westerly.	Oct. 21, 1957	Nov. 9, 1957	Paul J. Rogan Co.	5.00 260.85	Minor drain. 10" pipe sewer 1 manhole	3,455 10
HYDE PARK						
Stony Brook, Section 18.	Oct. 3, 1955	Sept. 28, 1957	Pacella Brothers Corp.	195.00 426.18 7.30 18.10 360.80 222.15	Minor drain. 72" pipe surface drain 48" pipe surface drain 36" pipe surface drain 24" pipe surface drain 18" pipe surface drain 9 manholes 3 catch basins	198,196 60
Safford street, Ransom road and Belnel road, Hyde Park and Lorna road, Dor- chester.	Dec. 17, 1956	May 15, 1957	G & F Construction Co. . . .	97.20 141.80 126.10 237.00	10" pipe sewer. 12" pipe surface drain 24" pipe surface drain Minor drain 2 manholes 12 catch basins	11,345 20
Business street and Barry street.	May 31, 1956	July 25, 1956	R. A. Bucella & Sons, Inc. .	No const.	Final payment only.	1,029 98
Coleman street, Hyde Park, Maryknoll street, Dorchester; and sewerage works and water works in Merola Park, Dor- chester.	Mar. 4, 1957	April 23, 1957	Rosindale Contracting Co. .	496.40 383.50 49.00	10" pipe sewer. 12" pipe surface drain Minor drain 4 manholes 2 catch basins	11,500 91

Manion road between Westminster street and Safford street and outlet in private land to Derry street.	June	12, 1956	July	10, 1956	Bagarella Construction Co., Inc.	No const.	Final payment only.....	329 38
Arborfield road and outlet in private land and Grew Avenue Extension.	April	4, 1957	May	14, 1957	Z & S Construction Co., Inc.	80.10 759.67 1,068.47 95.00	15" pipe sewer..... 15" pipe surface drain 12" pipe sewer Minor drain 11 manholes 6 catch basins	20,027 26
Davison street between West and Arlington streets, Ralston and Woodland roads.	Aug.	9, 1956	Aug.	25, 1956	Joseph Capone & Son, Inc.	No const.	Final payment only.....	329 83
New Bedford street, Brush Hill terrace and Chapel road.	June	25, 1956	Aug.	4, 1956	N. Bevilacqua & Son.....	No const.	Final payment only.....	339 38
Ruffing street and Sherrin street.....	June	12, 1956	Aug.	15, 1956	Edward Vozzella.....	No const.	Final payment only.....	535 28
Huntington avenue, Ashville road and Melba Way.	June	13, 1957	Aug.	5, 1957	Joseph Capone & Son, Inc.	237.35 814.75 87.80 196.00	10" pipe sewer..... 15" pipe surface drain 10" pipe surface drain Minor drain 7 manholes 13 catch basins	14,874 96
Sewerage works and water works in Riley road from Neponset Valley Parkway 270 feet northeasterly.	Nov.	7, 1956	Nov.	17, 1956	Edward Vozzella.....	No const.	Final payment only.....	693 53
Outlet for Millstone road in private land and land of M. D. C., Hyde Park and minor sewerage works in Dow road and Cutter road, West Roxbury.	July	23, 1957	Aug.	22, 1957	Edward Vozzella.....	43.00 55.00	36" pipe surface drain..... 10" pipe catch-basin drain 4 catch basins	4,494 30
Farwell avenue from a point 380 feet southeast of Summit street 205 feet southeasterly, Hyde Park; Maria Lane; outlet for housing project to Fernoy Heights avenue, West Roxbury, and water works in Farwell avenue, Hyde Park.	Aug.	26, 1957	Sept.	23, 1957	N. Bevilacqua & Son.....	250.25 196.65 32.00	10" pipe sewer..... 10" pipe surface drain 10" pipe catch-basin drain 2 manholes 2 catch basins	4,644 05
Sewerage works and water works in Mansur street, Hyde Park and West Roxbury; from Grew avenue to 180 feet west of Arborfield road; Valencia road between Avila street and end, Hyde Park, and minor sewerage works in Williams street, West Roxbury.	Oct.	30, 1957	Dec.	4, 1957	Joseph Capone & Sons, Inc.	434.00 479.00 24.00 40.25 19.75	10" pipe sewer..... 10" pipe surface drain 10" pipe catch-basin drain 12" pipe sewer drain 12" pipe surface drain 4 manholes 2 catch basins	13,974 07

Sewerage Works Contracts, from January 1, 1957, to December 31, 1957 — Concluded.

LOCATION	Started	Finished	Contractors	Length in Feet	Character	Amount Expended in 1957
ROXBURY						
Island street from Massachusetts avenue to Gerard street.	Dec. 15, 1955	Dec. 30, 1955	N. Bevilacqua & Son.....	125.00	10" pipe sewer..... 1 manhole 1 lamphole	\$620 25
South Bay avenue between Atkinson street and Cummings street.	Aug. 29, 1957	Oct. 1, 1957	Z & S Construction Co., Inc.	430.10	12" pipe sewer..... 4 manholes	17,703 28
CITY PROPER						
Theodore A. Glynn Way, formerly Burnham street, Ward 8, from Southampton street to Massachusetts avenue and such additional locations, if any, which may be designated by the Commissioner of Public Works.	Sept. 24, 1953	Oct. 5, 1953	Charles Callahan Co.....	No const.	Final payment only.....	378 34
Back street, between Exeter street and Embankment road.	Sept. 13, 1955	Dec. 20, 1955	Underground Construction Co.	No const.	Final payment only.....	4,852 91
Appleton street, City Proper, from a point 100 feet southwest of Berkeley street to a point 50 feet southwesterly.	Nov. 27, 1957	Dec. 30, 1957	Mystic Construction Co., Inc.	42.90 33.60 173.80	12" pipe sewer..... 15" pipe sewer..... 18" pipe sewer	4,298 10
80 feet east of Opera place to a point 50 feet northeasterly.						
Edgerly road, City Proper, from a point 60 feet north of Norway street to a point 50 feet northerly.						
Norway street, City Proper, between Edgerly road and Whipple street.						

APPENDIX F.

REPORT OF THE
SURVEY DIVISION

Boston, January 2, 1958.

To the Commissioner of Public Works:

DEAR SIR:

I respectfully submit the following report of the activities of the Survey Division for the year ending December 31, 1957.

This Division performs engineering services for other divisions of the Public Works Department and other city departments, boards and commissions. It also performs administrative and engineering duties required by the Public Improvement Commission for its operation.

The principal engineering duties include:

(a) the making of plans, surveys, estimates and reports relating to the laying out, widening, construction and design of public highways:

(b) the taking of easements for sewerage works;

(c) staking out lines and grades for the construction of highways, sewerage, etc.;

(d) the making of property surveys of land to be acquired by the City of Boston by eminent domain;

(e) the making of plans and surveys of city-owned land for purposes of sale, interdepartmental transfer or new development;

(f) the making of various engineering surveys and plans required by other city departments.

For the Public Improvement Commission, the administrative functions include the processing of petitions, arranging public hearings, preparing estimates and orders relating to land damages and street and sewer betterments, preparing orders for the laying out of streets and the construction of streets and sewers, preparing orders for eminent domain land takings, preparing orders for the granting of permits for use of public highways, erection of poles, etc., and the maintenance of all records in the charge of the Public Improvement Commission.

Personnel — On December 31, 1957, there were thirty-five permanent and five temporary employees as listed below in this Division.

NAME	TITLE
Kenneth L. Benkart.....	Sr. Engineering Aide
Charles E. Brewer.....	Assistant Civil Engineer
Arthur J. Brickley.....	Assistant Civil Engineer
Oliver C. Brown.....	Sr. Engineering Aide
George F. Buckley.....	Jr. Civil Engineer
John A. Bulliner.....	Sr. Engineering Aide
Carmine D. Buono.....	Sr. Engineering Aide (Prov.)
Joyce E. Campbell.....	Sr. Clerk & Stenographer
Michael J. Corrao.....	Assistant Executive Secretary
George J. Crenay.....	Photostat Operator
John J. Curley, Jr.....	Jr. Civil Engineer
Saverio A. DeFronzo.....	Sr. Clerk and Typist
Salvatore C. Diliberto.....	Assistant Civil Engineer
William F. Duggan.....	Principal Clerk and Stenog- rapher
Harry M. Fletcher.....	Assistant Civil Engineer
Thomas O. Flood.....	Senior Clerk
George H. Gilboy.....	Sr. Engineering Aide
John F. Gilmore, Jr.....	Assistant Civil Engineer
James W. Haley.....	Chief Engineer
Bernard Harrington.....	Jr. Engineering Aide (Prov.)
Leo B. Hughes.....	Sr. Engineering Aide
Roland A. Hull.....	Assistant Civil Engineer
Angelo J. Ialuna.....	Assistant Civil Engineer
James J. Kelly.....	Sr. Engineering Aide (Prov.)
Frank S. Lane.....	Jr. Civil Engineer
Walter R. Luby.....	Principal Civil Engineer
Thomas McCusker.....	Executive Secretary
Francis McHugh.....	Jr. Civil Engineer
Robert P. Mehegan.....	Head Clerk
Frederick J. Milliken, Jr.....	Sr. Engineering Aide
A. Albert Minichiello.....	Assistant Civil Engineer
Philip A. Moynahan.....	Sr. Engineering Aide
John Murphy.....	Sr. Engineering Aide (Prov.)
William P. Norris.....	Principal Duplicating Ma- chine Operator
Thomas E. Rafferty.....	Assistant Civil Engineer
Rose K. Reynolds.....	Clerk-Stenographer
Albert J. Rodriguez.....	Jr. Civil Engineer
John J. Ryan.....	Principal Civil Engineer
Robert J. Sheehan.....	Sr. Engineering Aide (Prov.)
Redmond L. Walsh.....	Head Photostat Operator

The personnel allowance of this division has been dropping steadily from 73 in 1935 to 57 in 1945 to 45

this year. Of the 45 positions, 10 are now permanent vacancies because of our inability to secure qualified personnel through Civil Service in competition with higher salaries offered by the State and other public and private agencies. Obviously, this situation which has continued now for over 10 years, is a serious handicap to the division.

**Division Expenditures, January 1, 1957 to December 31, 1957,
Inclusive.**

	Survey Budget	Highway Loan	Sewer Loan
Personnel.....	\$103,300.00	\$65,924.95	—
Pensions.....	21,281.28	—	—
Contractual Services.....	2,300.00	9,025.31	\$907.95
Supplies and Materials.....	7,000.00	31.50	—
Current Charges and Obligations.....	—	76,872.21	—
Equipment.....	500.00	—	—
Totals.....	\$134,381.28	\$151,853.97	\$907.95

TOTAL EXPENDITURES.....\$287,143.20

During the period covered by this report, the Survey Division completed one hundred eighteen (118) surveys and plans for the improving of existing highways, laying out of new ones and discontinuances, totaling 11.95 miles. Eleven (11) surveys and plans for .57 miles of sewerage easements were also made. Sixteen (16) surveys and plans of city-owned land or land to be taken for municipal purposes were also made.

Field engineering work included the staking out of eighty (80) streets for the Paving Service of the Highway Division, twenty-seven (27) for the Sewer Division, and miscellaneous services for other City departments. Regular routine work included the resurveying of street lines for private engineers wherever existing records were inadequate or obsolete, marking lines and grades for private construction abutting public streets, examining land court plans for the Law Department, preparing land damage reports for the Public Improvement Commission.

Listed below are the major engineering surveys and plans completed during the period of this report.

For the Public Improvement Commission:

Fifty-four (54) surveys and plans were made for the laying out of 4.73 miles of public highways, as follows:

<i>District</i>	<i>Length in Feet</i>
<i>Boston Proper</i>	
Kilby place	68
<i>Brighton</i>	
Argus place	240
Baldwin place	210
Nottingham Path	210
<i>Dorchester</i>	
Belvoir road	215
Blair road	200
Brandon avenue	746
Cassnet street	160
Constitution road	231
Crossman street	553
Dania street	755
Hallet street	1,075
Hebron street	395
Jamestown terrace	134
Messinger street	250
Monticello avenue	3,145
Montpelier road	870
Orlando street	800
Savannah avenue	247
Viking street	185
Willow court	740
<i>Hyde Park</i>	
Belnap road	365
Daniel court	180
Dietz court	170
Dodge road	480
Farwell avenue	225
Joan road	750
Kristin court	155
Leighton road	1,350
Radcliffe road	77
Rosemont street	278
Susanna court	200
Westminster street	1,193
Wharton court	180
Woodland road	840

Roxbury

Alleghany street	—	692
Darling street . . . . .	. . . . .	65
Parker Hill terrace . . . . .	. . . . .	180
Alley No. 822 . . . . .	. . . . .	100
South Bay avenue . . . . .	. . . . .	930
Topeka street . . . . .	. . . . .	567
Waymount street . . . . .	. . . . .	110

West Roxbury

Celia road . . . . .	. . . . .	206
Claron street . . . . .	. . . . .	290
Glenclyff road . . . . .	. . . . .	580
Grandview street . . . . .	. . . . .	450
Hackensack court . . . . .	. . . . .	340
Hautevale street . . . . .	. . . . .	209
June street . . . . .	. . . . .	430
Leland road . . . . .	. . . . .	630
Paulman Circle . . . . .	. . . . .	270
Pleasantdale road . . . . .	. . . . .	800
Rivermoor street . . . . .	. . . . .	565
Willow terrace . . . . .	. . . . .	232

Twenty-two (22) surveys and plans were made for the widening and relocation of 1.68 miles of public highways as follows:

<i>District</i>	<i>Length in Feet</i>
<i>Boston Proper</i>	
Clinton street	220
Troy street	94
<i>Charlestown</i>	
Lowney Way	157
Park street	38
<i>Dorchester</i>	
Hill Top street	32
Rosselerin road	415
Willow court	800
<i>Hyde Park</i>	
Brainard street	20
Radcliffe road	48
River street	43
<i>Roxbury</i>	
Darling street	72
Sachem street	128
St. Botolph street	20
Seaver street	3,665
Norfolk avenue	143

South Boston

D street	30
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West Roxbury

Anawan avenue	24
Baker street	2,641
Firth road	21
Joyce Kilmer road	24
South street	319
Woodard road	36

Eighteen (18) surveys and plans were made for the discontinuance of .54 miles of public highways as follows:

<i>District</i>	<i>Length in Feet</i>
<i>Boston Proper</i>	
Blackstone street	122
Cambridge street	43
Central street	214
Fulton street	65
Genesee street	80
John street	146
Lovering street	291
Public Alley No. 702	205
Public Alley No. 703	192
Oneida street	60
Oswego street	60
Warren Bridge	783
<i>Brighton</i>	
Ryder Hill road	14
<i>Hyde Park</i>	
Chapel road	87
Safford street	238
<i>Roxbury</i>	
Public Alley No. 821	48
<i>West Roxbury</i>	
Brook Farm road	30
Maple street	190

Twenty-four (24) surveys and plans were made for the alteration (specific repair) of 5.00 miles of public highways as follows:

<i>District</i>	<i>Length in Feet</i>
<i>Boston Proper</i>	
Berkeley street	265
Clarendon street	245

Columbus avenue at Stuart street	55
Commonwealth avenue at St. Mary's street	37
Massachusetts avenue between Columbus and Huntington	990
Washington street at Hayward place	35

Brighton

Beacon street at Ayr road	75
Beacon street at Cleveland Circle	747
Commonwealth avenue	5,090

Dorchester and Roxbury

Blue Hill avenue	2,349
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Roxbury

Columbus avenue—Washington street to Walnut avenue	1,205
Columbus avenue at Ruggles street	35
Elm Hill avenue at Crawford street	98
Ruggles street at Columbus avenue	12
Seaver street	4,065

South Boston

East Broadway	2,714
Dorchester avenue—West Fourth street to Andrew Square	4,250

West Roxbury

Baker street—Spring street to Veterans of Foreign Wars Parkway	4,402
Brewer street at Thomas street	13
Brewer street at Eliot street	15
Centre street at South Huntington avenue	14
Hagar street at Thomas street	10
Hager street at Eliot street	15
Walworth street	27
Washington street at South	10

Four (4) surveys and plans were made for the revision of grade of .33 miles of public highways as follows:

<i>District</i>	<i>Length in Feet</i>
<i>Boston Proper</i>	
Castle street	530
<i>Hyde Park</i>	
Safford street	350
<i>West Roxbury</i>	
Burley street	280
Brook Farm road	731

Two (2) surveys and plans were made for the taking of eminent domain of 26,129 square feet of land for municipal purposes, as follows:

LOCATION	AREA	DEPARTMENT
700 Tremont street, Boston Proper . . .	2,881	Fire
42-56 Worcester street, Boston Proper.	23,248	School

Eleven (11) surveys and plans were made for the taking of .57 miles of easements for sewerage purposes as follows:

<i>District</i>	<i>Length in Feet</i>
<i>Hyde Park</i>	
Arborfield road	925
Beech street	318
Mansur street	960
Millstone road (private land)	30
West street (private land)	100
<i>Roxbury</i>	
Kenway terrace	12
<i>West Roxbury</i>	
Centre street (private land at Dedham Line)	70
Dow road	36
Grandview street	455
Hackensack court	89
Maria Lane	15

For the Public Works Department (Central Office), a plan was prepared for exchange of land at Gardner street, West Roxbury. Study plans were made of the following: Parker Hill avenue, Sachem street, Waymount street, Roxbury; land bounded by Southampton, Bradston streets and Southeast Expressway; Metropolitan avenue and railroad location in Hyde Park.

For the Public Works Department (Highway Division), eighty (80) highways were staked out for construction.

For the Public Works Department (Sewer Division), eighty-three (83) catch basins were staked out. Also, thirty-four (34) drainage surveys and reports were made.

For the Public Works Department (Sanitary Division), locations of test piles at incinerator site, South Bay avenue, Roxbury, were checked periodically. Topographical plan of land adjacent to incinerator site was made.

For the Real Property Department, surveys and plans were made of city lands on Battery street, Boston Proper; Sumner street, East Boston; Lewis street, East Boston; Eastern avenue, Boston Proper; Medford street, Charlestown, and Ritchie street, Roxbury. A plan was prepared showing the relocation of Fitzgerald Expressway at Fort Hill square.

For the Law Department, a survey was made for encroachment on Harrison avenue at East Newton street. Accident plans were made for the following locations: Arlington street, Boston Proper at Chandler street; Boylston street, Boston Proper at Hemenway street; 1245 Columbus avenue, Roxbury and North Bennet street, Boston Proper at North Bennet Street place. Lines were marked at 58 L street, South Boston, Ballard street and Custer street, West Roxbury. A survey and plan was made of boundary line between Boston and Winthrop. A plan of sewer easement in Wave avenue, Dorchester, was prepared.

For the Building Department, property lines were checked at 10 Grove street, West Roxbury, 38 Prospect street and 1 Mt. Vernon street, Charlestown; 41-51 Hanover street, Boston Proper. A topographical plan of area adjacent to Lodgehill road and Beech street, Hyde Park, was made.

For the Hospital Department, a plan was made showing the location of inflammables at City Hospital.

For the Fire Department, a survey and taking plan and topographical and utilities plan was made of Tremont street and West Concord street, Boston Proper.

For the School Buildings Department, a survey and plan of land on Worcester street, Boston Proper, for addition to Dwight School. Plans were prepared of Dorchester High School lot and English High School lot. A sketch plan was prepared of Greenwood School on Metropolitan avenue, Hyde Park. Line and grade was furnished for new school on Warren avenue, Boston Proper.

Stone Bounds — In accordance with a policy established in 1950, stone bounds were set and drilled on the following newly constructed streets:

STREET	District	Number of Bounds
Ackley place.....	West Roxbury.....	3
Ayles road.....	Hyde Park.....	3
Barna road.....	Dorchester.....	1

STREET	District	Number of Bounds
Brockton street.....	Dorchester.....	3
Brush Hill terrace.....	Hyde Park.....	4
Edwardson street.....	Hyde Park.....	3
Ellard road.....	Hyde Park.....	2
Farwell avenue.....	Hyde Park.....	1
Frazer street.....	Hyde Park.....	2
Granada park.....	West Roxbury.....	2
Harrow street.....	Dorchester.....	4
Howard place.....	Dorchester.....	4
Lewiston street.....	Hyde Park.....	3
Maple street.....	West Roxbury.....	3
Meadowview road.....	Hyde Park.....	6
Millstone road.....	Hyde Park.....	2
New Bedford street.....	Hyde Park.....	1
Range road.....	Dorchester.....	3
Rocky Nook terrace.....	Dorchester.....	3
Tanglewood road.....	Dorchester.....	1
Alvarado avenue.....	Hyde Park.....	1
Ansonia road.....	West Roxbury.....	7
Hillis road.....	Hyde Park.....	1
Reynold road.....	Hyde Park.....	1
Solaris road.....	Hyde Park.....	1
Vallaro road.....	Hyde Park.....	2

Engineering Information Services

The preservation of street line locations is one of the most important responsibilities of this division. As brought out in recent annual reports, we have been losing ground steadily in maintaining adequate records of these street line locations, due primarily to lack of personnel. To establish an adequate program for this work, it will be necessary to increase the engineering force by employing twelve additional competent engineering aides at a cost of \$45,000 per year. With these additional men, we could establish four new survey parties to work exclusively on street line surveys.

Atlases

Second only to the street line problem is our need for new up-to-date atlases or maps of the city. The ages of our best atlases are as follows:

Hyde Park	46 years
South Boston	39 years
East Boston-Charlestown	36 years
West Roxbury	34 years
Brighton	33 years

Roxbury	27 years
Dorchester	25 years
Boston Proper	20 years

The need for new atlases is obvious, not only for our needs, but all city departments and many other public and private agencies.

“Boston’s Streets” (Street Book)

On April 30, 1957, this division issued for the first time a Street Book “Supplement” showing all changes in street records occurring since the 1955 edition of the Street Book. The supplement was well received and it is proposed that each year a new supplement be issued with a new street book edition being published only once every five or six years.

Preparation of the following private ways for public travel, as provided for in Chapter 393, Acts of 1906, as amended, was approved by the Public Improvement Commission to be done under the general supervision of engineers of this division.

Altacrest road, West Roxbury
 Arborfield road, West Roxbury and Hyde Park
 Beech street, Hyde Park, between Sherrin street and Asheville road
 Corcoran road, Dorchester
 Desmond road, Dorchester
 Dow road, West Roxbury
 Gould street, West Roxbury, from Belle avenue to Northdale road
 Itasca street, Dorchester, northeast and southwest of Messinger street
 Kiernan road, West Roxbury
 Lodgehill road, Hyde Park, from Beech street to Goff street
 Manchester street, Dorchester, extension to Temple street
 Mansur street, West Roxbury and Hyde Park
 Merola park, Dorchester
 Messinger street, Dorchester, from Colorado street to Savannah avenue
 Northdale road, West Roxbury
 Surreyhill road, West Roxbury

Reproduction Work

On January 1, 1957, a new policy requiring signed requisitions for all reproduction work was put into

effect. Also, a charge to the public of \$1 per copy was begun in accordance with a revised schedule of fees established by the City Council, December 1, 1957.

As expected, the total amount of work fell off considerably. One exception was ozalid printing which increased slightly. This increase was caused by one particular job, the South Bay Avenue Incinerator, of which over 8,000 prints were made.

The new fee schedule brought an income of \$623 to this division from the sale of copies of its plans and records. Other departments and divisions likewise received substantial new revenues from the sale of copies produced by our reproduction service.

Following is the report of reproduction work of the division for the year 1957.

DEPARTMENT	PHSTS	BPS	OZS	APS
Administrative Services.....	1,288		226	
Assessing.....	770		2,094	
Auditing.....	546			
Building Department.....	906	20	934	
City Clerk.....	708		98	
City Council.....	2,104		352	
Civil Defense.....	574		116	
Compensation Review Board.....	286			
Finance Commission.....	142			
Fire Department.....	466		107	
Health Department.....	598		39	
Registry Division.....	920			
Boston Housing Authority.....	16		16	
Law Department.....	616		186	
Mayor's Office.....	3,244		212	
Park Department.....			62	
Penal Institutions.....	16		12	
Planning Board.....	966		633	
Public Works:				
Central Office.....	662		28	
Bridge Division.....	286		559	
Highway Division.....	624	97	1,969	126
Sanitary Division.....	148		8,054	
Sewer Division.....	926	116	455	
Survey Division.....	3,130	1,926	6,929	22
Water Division.....	338	7	453	
Public Works (Commonwealth of Massachusetts).....			237	
Real Property.....	1,432	26	1,050	
Registry (Court House).....	114			
Retirement Board.....	72			
School Buildings.....	230		87	
School Committee.....	52			
Traffic Commission.....	234	95	752	
Treasurer's Office.....	126			
Collecting Division.....			22	
Veterans Services.....	418		12	
White Fund.....	508		35	
Election Department.....	16			
Public Buildings.....	52		66	
Public Works Lighting Service.....	64		384	

Totals:

Photostats.....	23,668
Ozalids.....	26,179
Blueprinting.....	2,287
Autopositives.....	148
	<hr/>
	52,282

Photographic Service—In carrying out a policy introduced in 1956, we have established a Photographic Service for the Public Works Department and other city departments. As a part of this program we now take photographs of the location of all new highway layouts and proposed improvements, and lands taken for municipal purposes. The following is a summary of this work during the year 1957:

Public Works Department	Photo- graphs	4 x 5 Prints	8 x 10 Prints
Sanitary Division.....	342	342	32
Survey Division.....	380	380	20
Sewer Division.....	150	150	
Bridge Division.....	178	176	56
Highway Division.....	140	140	
Water Division.....	40	40	
Automotive Division.....	18		18
Central Office.....	52		56
Public Improvement Commission.....	160		160
	<hr/>	<hr/>	<hr/>
Totals.....	1,460	1,108	462

Land Damages—During 1957, 67 land damage reports recommending awards totaling \$24,500 were submitted to the Public Improvement Commission.

Assessments—During the period reported on, estimates of benefit for assessment purposes were prepared amounting to \$241,503.01. These estimates are included in orders for street and sewer improvements. Also, final assessments were prepared amounting to \$286,936.04.

Respectfully submitted,

JAMES W. HALEY,
Chief Engineer.

APPENDIX G.

REPORT OF DIVISION ENGINEER OF THE
WATER DIVISION

BOSTON, January 2, 1958.

To the Commissioner of Public Works:

DEAR SIR:

I respectfully submit the following report of the activities of the Water Division, operations and expenditures for the fiscal year ending December 31, 1957.

During the year a total of 22,282.6 linear feet, or 4.22 miles, of main pipe was laid or relaid, varying in size from 4 inches to 24 inches and 720 applications were received for installation of new service pipes, enlarged service pipes and fire pipes, etc., into new or remodeled buildings.

There were 13 petitions received for the extension of water mains. The particular streets in which the above work was performed are shown on the accompanying tables.

The districts in which the main pipe was laid and relaid are as follows:

DISTRICT	LAI Linear Feet	RELAID Linear Feet
City Proper	7,271.0	1,656.4
East Boston	80.0	0
South Boston	323.0	0
Dorchester	3,809.0	0
Hyde Park	6,604.7	0
West Roxbury	2,326.5	212.0

Under the provisions of Chapter 4 of the Ordinances of 1952, which deals with capital improvements, the Water Division submitted a capital improvement program, which program was not followed to any great extent due to the fact that all available funds were needed to extend water mains to provide water into residential areas.

ENGINEERING OFFICE

The office force assisted the public in ascertaining official information in relation to water mains and service pipe locations, making studies and estimates on new mains and services and other assistance relating to water matters. The record plans, pressure charts and other official records were brought up to date. The office drew up plans and contracts for laying new and relaying old mains, supervised construction, and had supervision of snow removal in contract areas 4 and 10.

The engineering office assisted in design and supervision of construction of water mains and appurtenances for the following major projects; their status being as follows:

Central Artery.

Fort Hill Square to South street, completed.

South street to Dover street, one third complete.

Southeast Expressway

Dover street to Boston street, plans completed.

Boston street to Columbia road, 90 per cent complete.

Savin Hill Section, 90 per cent complete.

William T. Morrissey Boulevard to beyond Neponset avenue, complete.

Soldiers Field Road

Eliot Bridge to Cambridge street, completed.

Reinforced Faulkner Hospital Area, completed by connection to new 36-inch M.D.C.H.H.S. Main at Weld street and West Roxbury Parkway.

Reinforced Hyde Park with 16-inch main on Providence street, completed.

New York Street Area, completed.

Temporary pump installation during summer months to raise pressure in Stony Brook Village, Hyde Park.

Codman Hill Section of Dorchester reinforced by M.D.C. installation of 12-inch Det. Meter Gallivan Boulevard at Morton street.

PROJECTS UNDER STUDY

(a) Reinforce southern section of West Roxbury.

(b) Reinforce Stony Brook section of Hyde Park with H.H.S.

(c) Reinforce Low Service, Roxbury and South Boston, by cleaning and lining 30-inch-24-inch main Roxbury Crossing to Andrew Square.

(d) Storage building for water works supplies in Albany Street Yard.

Hydrants

There were 24 new hydrants established, 136 hydrants changed and 35 hydrants abandoned, a decrease of 11 hydrants.

Summation

System relaid .35 miles, extended 3.87 miles, abandoned 2.95 miles, 24 new hydrants established and 35 hydrants abandoned; an increase of .92 miles and a decrease of 11 hydrants.

THE DISTRIBUTION BRANCH

The Distribution Branch consisting of the main yard at 710 Albany street (with a small subyard in Charlestown) and three district yards are responsible for the repair and maintenance of main pipes, service and fire pipes, hydrants, gates, and providing emergency and general service to the public. The main yard maintains emergency crews around the clock for any water service that might be required in any section of the city.

The main yard and three district yards were assisted by three contracting firms, one in each yard with one contractor having two districts. The contractual work consisted of excavation and backfilling to allow the water division employees to repair leaks, lay or relay water services, change hydrants and repair or replace defective water appurtenances. This contractual work was performed in a satisfactory manner and proved its value by giving service to the public.

During the year the main yard was cleaned up on the northern side by removing the old sheds, placing an asphalt pavement over the area and erecting a modern chain link fence from Albany street to the channel.

DISTRICT YARDS

The three district yard forces (West Roxbury, Dorchester and Brighton) were utilized in general assistance to the public repairing leaks, installing new services, meter changes, hydrant changes, off and on calls, etc.

A new combination garage and shelter of prefab steel

was constructed in the Dorchester District Yard, replacing the old wooden stable and garage, and chain link fence was installed on Gibson street, replacing the old wooden fence.

THE MACHINE SHOP

The machine shop and plumbing shop handled all drilling of services in the main yard and assisted in case of emergency in the district yards. The machine shop continues to machine and assemble all new gates up to and including 12 inches, tapping gates up to 6 inches. Gates 16 inches and larger are now purchased under contract made under Specifications of New York Pattern, M. D. C. Type. They machine and assemble all hydrants, repair defective hydrants, repair in the ground if possible defective gates and rebuild gates both corporation, tapping and high pressure. Along with this work they, both the plumbing and machine shop, are called on to assist other branches of the Public Works Department in many special jobs.

THE METER BRANCH

The meter shop handled a total of 17,981 meters, divided as follows:

Meters applied on new services	626
Meters discontinued	1,683
Meters Changed Out	5,562
Meters Changed In	5,440
Meters tested in shop	6,809
Meters repaired in service	570
Meters repaired in shop	753
Meters reset	733
Meters junked	1,367

Total	23,543
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BUSINESS OFFICE

This office performs all the work related to the processing of bills to property owners for water used and the maintenance of water meters.

These operations include receiving applications for new services and fire pipes; reading 95,000 meters quarterly; computing and preparing 382,000 bills amounting to \$6,223,229.77; keeping account of paid and unpaid bills; testing, repairing, installing, and removing water meters and receiving complaints from the water-consuming public.

It is unfortunate that for many years the surplus of the Water Division was not allowed to accumulate a reserve fund which would have been available when water receipts failed to meet expenditures.

1957

Main pipe petitions received	13
Domestic service applications	659
Fire pipe applications	61
Special meter tests	34
Hydrant permits issued	13
Repair deposits received	84
Miscellaneous deposits	30

APPROPRIATIONS, EXPENDITURES, AND REVENUE

Budget appropriation, 1957	\$2,465,718 00
Amount expended	<u>2,472,526 00</u>
Amount of money collected from all sources during the year 1957	\$6,274,964 54
Amount expended from all sources	<u>6,177,357 09</u>
Surplus	\$97,607 45

The Metropolitan assessment for 1957 amounted to \$3,328,696.68 at the rate of \$80 per million gallons, an increase of \$37,901.24 over the assessment of 1956, based on the \$80 per million gallon rate.

Total amount billed for 1957	\$6,232,598 76
Total amount collected for 1957 bills, as of December 31, 1957	\$4,825,825 43
Total amount abated for 1957 bills, as of December 31, 1957	\$21,124 18
Total amount collected in 1957 on bills ren- dered prior to 1957	\$822,762 68

By chapter 487, Acts of 1954, entitled "An Act Relative to Liens for Water Rates and Charges" effective January 1, 1955, the law was changed so that liens for water rates take effect by operation of law without the necessity of recording a lien statement at the Registry of Deeds.

The issuance of statements of outstanding water bills to the consumers at the end of the year has been continued as a courtesy to the customer.

Respectfully submitted,

D. M. SULLIVAN,
Division Engineer.

Water Service 1957

Balances from 1956

Water Service Receipts . . .	\$271,990 01	
Water Service	245,811 46	
	<hr/>	\$517,801 47

Receipts

Water Rates and Services . . .	\$6,223,229 77	
Tax Titles, Water	51,734 77	
	<hr/>	6,274,964 54
		<hr/>
		\$6,792,766 01

Expenditures

Pensions and Annuities . . .	\$225,333 58	
Water Division	2,472,526 21	
Refunds	2,275 90	
Metropolitan Water Assessment .	3,328,696 68	
Collecting — Water	137,282 00	
Automotive — Water	125,191 00	
	<hr/>	6,291,305 37

Transfer of 1956 Surplus		\$501,460 64
		<hr/>
		271,990 01

Carried forward to 1958 Water Division . . .		\$229,470 63
		<hr/>
		131,863 18

Surplus		\$97,607 45
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1957

Summary of Water Division
Collections and Expenditures

Total Amount Collected		\$6,274,964 54
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Expenditures

Pensions and Annuities . . .	\$225,333 58
Water Division (Budget) . . .	2,472,526 21
Refunds	2,275 90
Collecting — Water	137,282 00
Automotive — Water	125,191 00

	<hr/>
M.D.C. Water Assessment . . .	\$2,962,608 69
	3,328,696 68

	<hr/>
Less cash forwarded 1956 to 1957 . .	\$6,291,305 37
	245,811 46

	<hr/>
Plus cash forwarded 1957 to 1958 . .	\$6,045,493 91
	131,863 18

	<hr/>	6,177,357 09
		<hr/>
Surplus		\$97,607 45

Water Division 1957

Construction Account

Extension of mains (from revenue)			
Cost of construction Dec. 31, 1957	\$25,439,829	36	
Cost of construction Dec. 31, 1956	25,357,313	14	
Increase in plant cost during 1957	.	.	\$82,516 22
Cost of existing works Dec. 31, 1957			
Pipe yards and buildings	\$84,332	16	
Distribution system	25,439,829	36	
Hyde Park water works	175,000	00	
			\$25,699,161 52
High pressure	.	.	2,448,340 64
			\$28,147,502 16

WATER STATISTICS FOR THE FISCAL YEAR ENDING
DECEMBER 31, 1957

Mains

Kind of pipe: cast iron, wrought iron, steel.

Size, 2-inch to 48-inch.

Extended miles — 3.87.

Size enlarged miles, 0.35.

Total miles now in use, 1,030.8.

Public hydrants added, 24.

Public hydrants now in use, 12,543.

Stop gates added, 45.

Stop gates now in use, 16,553.

Number of blowoffs, 857.

Range of pressure on mains, 30 to 90 pounds.

Services

Kind of pipe and size:

5/8 inch to 2 inches in diameter of lead or copper.

4 inches and 6 inches in diameter of cast iron.

Shutting Off and Turning On Water in 1957

Number of shut-offs for repairs	5,089
Number of premises turned on after repairs	4,475
Number of shut-offs for vacancy	768
Number of premises turned on for occupancy	187
Number of premises shut off for nonpayment of water rates	13
Number of premises turned on again after being shut off for non-payment	2
Number of premises shut off on account of waste	37
Number of premises turned on again after being shut off for waste	0
Number of new service pipes turned on for the first time	360
	<hr/>
Total number of times water was shut off or turned on	10,931

Table No. 1. Statement of Work Done During the Year 1957.

MAKE.	Applied.	Total Discon- tinued.	METERS CHANGED.		Tested in Shop.	Repaired in Service.	Repaired in Shop.	Resets.	Junked.	Total.
			Out.	In.						
Hersey.....	600	1,353	4,584	5,300	5,738	461	653	731	367	19,787
Watch Dog.....	14	281	837	135	925	104	90	2	797	3,185
King.....		20	46		46				72	184
Worthington.....		25	74		74				121	294
American.....		1	1		2				1	5
Federal.....		2	7		7				9	25
Sparling.....			1		1	1				3
Nash.....										
Arctic.....	2		10	5	13	3	8			41
Trident.....			1		2	1	2			6
Lambert.....										
Empire.....										
Crown.....		1	1		1					3
Keystone.....										
Pitt.....										
Connection pieces.....	10									10
Totals.....	626	1,683	5,562	5,440	6,809	570	753	733	1,367	23,543

Table No. 2. Meters in Service, December 31, 1957.

MAKE.	DIAMETER IN INCHES.										Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	8	10	
Hersey.....	71,069	5,044	2,464	1,421	1,012	349	425	123	37	18	81,962
Watch Dog.....	7,878	261	393	757	410	228	66	.....	.....	.....	9,993
King.....	474	7	4	8	3	.....	.....	.....	.....	.....	496
Worthington.....	1,196	6	.....	6	4	2	.....	.....	.....	.....	1,214
American.....	48	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
Federal.....	47	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
Crown.....	.....	1	.....	.....	4	.....	2	1	.....	.....	8
Nash.....	8	1	.....	.....	1	.....	.....	.....	.....	.....	10
Lambert.....	3	.....	.....	.....	.....	1	1	.....	.....	.....	5
Arctic.....	.....	1	.....	14	16	16	7	2	.....	.....	56
Trident.....	1	.....	.....	.....	.....	23	9	.....	.....	.....	33
Keystone.....	2	.....	.....	.....	.....	1	.....	.....	.....	.....	3
Empire.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Neptune.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sparling.....	.....	.....	.....	.....	.....	.....	.....	3	1	.....	4
Total.....	80,727	5,321	2,861	2,206	1,450	620	510	129	38	18	93,880

MAKE	DIAMETER IN INCHES											Total
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	8	10	No Size	
Connection Pieces.....	2,377	177	60	20	29	17	4	4	4	.....	.....	2,692
City of Boston, Connection Pieces.....	42	3	25	82	165	66	26	7	1	1	10	428
Total.....	2,419	180	85	102	194	83	30	11	5	1	10	3,120

Table No. 3. Meters in Shop, December 31, 1957.

MAKE.	DIAMETER IN INCHES.										Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	8	10	
NEW											
Hersey Disc.....	390										390
Hersey H. C. T.....								1			1
Hersey Detector.....											
Watch Dog.....											
Total.....	390							1			391
OLD											
Hersey Disc.....	170	10	5	20	18	10	8	4	6	1	252
Hersey Detector.....							7	5			12
Hersey H. C. T.....						1	1				2
Total.....	170	10	5	20	18	11	16	9	6	1	266

Table No. 4. Meters Repaired in Shop in 1957.

MAKE.	DIAMETER IN INCHES.										Total.
	5/8	3/4	1	1 1/2	2	3	4	6			
Hersey Disc	321	129	57	78	54	1	1	1			642
Hersey H. C. T.						7	4				11
Hersey Detector											
Watch Dog				52	32	4	2				90
Hersey F. M.											
Arctic				5	2		1				8
Pitt											
Trident						1	1				2
Total	321	129	57	135	88	13	9	1			753

NOTE: Approximately 1,400 meters are awaiting examination to determine whether they are repairable or not.

Table No. 5. Meters Repaired and Rebuilt at Factory in 1957.

MAKE.	DIAMETER IN INCHES. $\frac{5}{8}$	Total.
Hersey.....	404	404
Total.....	404	404

Table No. 5A. Meters Purchased New in 1957.

MAKE.	DIAMETER IN INCHES.								Total.
	$\frac{1}{2}$	$\frac{3}{4}$	1	1 $\frac{1}{2}$	2	3	4	6	
Hersey Disc.....	2,440	100	50	60	45	....	....	....	2,695
Hersey H. C. T.....	....	....	....	....	....	10	10	3	23
Total.....	2,440	100	50	60	45	10	10	3	2,718

Table No. 6. Meters Reset in 1957.

MAKE.	DIAMETER IN INCHES.							Total.
	1	$\frac{1}{2}$	1	1 $\frac{1}{2}$	2	3	4	
Hersey Disc.....	663	42	17	25	3	1	....	751
Watch Dog.....	2	....	....	....	....	....	....	2
Total.....	665	42	17	25	3	1	....	753

Table No. 7A. Meters Changed in 1957. Meters Taken Out.

MAKE	DIAMETER IN INCHES										TOTAL
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	8	10	
ersey.....	3,829	393	160	93	65	15	16	8	2	3	4,584
atch Dog.....	637	38	54	57	36	11	4				837
ing.....	45			1							46
orthington.....	73				1						74
merican.....	1										1
ederal.....	7										7
retic.....				4	3	1	2				10
rident.....						1					1
rown.....							1				1
oarling.....								1			1
Total.....	4,592	431	214	155	105	28	23	9	2	3	5,562

Table No. 7B. Meters Changed in 1957. Meters Put In.

MAKE	DIAMETER IN INCHES										TOTAL
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	8	10	
ersey.....	4,506	291	190	142	103	29	32	5	1	1	5,300
atch Dog.....	3	1	5	85	33	5	3				135
retic.....				2	3						5
Total.....	4,509	292	195	229	139	34	35	5	1	1	5,440

Table No. 8. Meters Repaired in Service in 1957.

MAKE.	Defaced and Broken Clocks	Spindle Leaks	Coupling Leaks	New Train	Broken Gears	Examinations	Repair Trains	Total
Hersey	171	226	28	12	2	22	.....	461
Watch Dog	36	62	4	.....	2	.....	.....	104
Arctic .....	.....	2	.....	.....	1	.....	.....	3
Neptune	1	.....	.....	.....	.....	.....	.....	1
Sparling	1	.....	.....	.....	.....	.....	.....	1
Total	209	290	32	12	5	22	.....	570

Table No. 9. Meters Applied in 1957.

MAKE.	DIAMETER IN INCHES.								Total
	$\frac{1}{8}$	$\frac{3}{8}$	1	1 $\frac{1}{2}$	2	3	4	6	
Hersey	486	10	22	30	26	8	8	1	591
Watch Dog .....	.....	.....	.....	6	6	1	1	.....	14
Arctic .....	.....	.....	.....	.....	2	.....	.....	.....	2
Connection Pieces .....	.....	1	1	.....	3	2	3	.....	10
Total	486	11	23	36	37	11	12	1	617

Meters applied on old service

9

Meters applied on new service

607

Connection pieces applied on new services

10

Total

626

Table No. 10. Meters Discontinued in 1957.

MAKE.	DIAMETER IN INCHES.										Permanently Discon- tinued.	Connection Pieces.	Vacancies.	Total
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	8	10				
Hersey.....	1,211	65	80	17	12	3	3	2	1	1	232	1,017	136	2,780
Watch Dog.....	166	6	27	8	6	10	1	.....	.....	.....	35	170	20	449
King.....	26	.....	.....	1	.....	.....	.....	.....	.....	.....	1	29	.....	57
Worthington.....	30	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	3	34
American.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Arctic.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	1	4
Federal.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
Crown.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Trident.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Nash.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sparling.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Total.....	1,441	71	107	26	19	15	5	3	1	1	268	1,218	161	3,336

Table No. 11. Reason for Meter Change in Year 1957.

MAKE.	Do Not Register.	Coupling Leak.	Spindle Leak.	Department Test.	Special Test.	Noisy.	Enlarged Meter.	Set Backwards.	Clock Broken.	No Force.	Frost.	Total.
Hersey.....	1,961	96	924	83	27	62	37	35	77	41	215	3,558
Watch Dog.....	428	22	159	11	6	1	1	3	10	1	34	676
King.....	22	1	12	.....	.....	.....	.....	.....	1	2	2	40
Worthington.....	45	.....	15	.....	.....	1	1	.....	1	.....	2	65
American.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Federal.....	3	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	7
Arctic.....	3	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	5
Trident.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Crown.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Neptune.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	2,466	119	1,114	93	33	64	39	38	89	44	253	4,355

Table No. 12. Meters Junked in 1957.

MAKE	DIAMETER IN INCHES								TOTAL
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	
Hersey	352	4	3	2	3	1	1	1	367
Watch Dog.....	712	43	40	2					797
King.....	71		1						72
Worthington.....	121								121
American.....	1								1
Federal.....	9								9
Lambert.....									0
Trident.....									0
Crown.....									0
Nash.....									0
Arctic.....									0
Total.....	1,266	47	44	4	3	1	1	1	1,367

NOTE — The number of meters lost in service in 1957 amounts to 308.

Showing Length of Water Pipe and Connections Owned and Operated by Public Works Department, Water Division,
Water Services, and Number of Valves in Same, December 31, 1957.

	DIAMETER OF PIPE IN INCHES.																Total.
	48	42	40	36	30	24	20	16	12	10	8	6	4	3	2		
Length owned and operated December 31, 1956.....	55,595	16,191	9,599	30,238	75,395	89,395	108,061	377,472	1,864,617	449,049	1,361,987	918,900	62,766	11,904	6,311	5,437,480	
Gate valves in same.....	26	4	5	31	50	76	71	784	5,303	1,576	4,997	3,035	550	18	18	16,544	
Air valves in same.....	60	5	10	35	113	84	53	104	65	1	5			1		536	
Blowoffs in same.....	11	5	6	11	33	37	52	76	166	40	203	141	67	9		857	
Lengths laid and relaid During 1957.....																	
Gate valves in same.....						280	387	5,877	*6,889	96	78,395	246	112			22,282	
Air valves in same.....						2	1	20	19		14	1	1			58	
Blowoffs in same.....						1		1								2	
Lengths abandoned in 1957.....																1	
Gates abandoned in 1957.....					190		225	2,850	6,951	2,161	3,275	1,338	144			17,134	
Air valves abandoned in 1957.....									22	5	7	2				49	
Blowoffs abandoned in 1957.....																0	
Length owned and operated, December 31, 1957.....	55,595	16,191	9,599	30,238	75,205	89,675	108,223	380,499	1,864,483	449,984	1,366,896	917,808	62,734	11,904	6,311	5,442,628	
Including high pressure fire service.....																	
Gate valves in same.....	26	4	5	31	50	78	72	791	5,300	1,571	5,004	3,034	551	18	18	16,553	
Air valves in same.....	60	5	10	35	113	85	53	105	65	1	5			1		538	
Blowoffs in same.....	11	5	6	11	33	37	52	77	166	40	203	141	67	9		857	
High pressure fire service-length.....							20,140	46,954	31,756							98,849	

1,030.8 miles in distribution system, including high pressure fire service, *72' of 12" relaid with 12"
18.721 miles in high pressure fire service.
1211' of 8" relaid with 8"

TABLE NO. II.

Total Number of Hydrants in System, December 31, 1957.

HYDRANTS	Lowry	Boston Lowry	Boston Post	Ordinary Post	Batchelder and Finneran Post	Ludlow Post	Chapman Post	Darling Post	Mathews Post	Boston Hydrant	Mueller Post	Total
Public, December 31, 1956.....	451	241	2,109	2,074	6,677	2	....	5	....	91	7	11,657
Private, December 31, 1956.....	33	5	29	126	17	13	56	....	4	111	....	394
Added during 1957.....	1	....	....	....	123	....	....	....	....	....	....	124
Abandoned during 1957.....	14	....	29	80	12	....	....	....	....	....	....	135
Total Public, December 31, 1957.	438	241	1,980	1,994	6,787	2	....	5	....	91	7	11,646
Total Private, December 31, 1957	33	5	29	126	17	13	56	....	4	111	....	394

Total hydrants in service, December 31, 1956	. . . . .	12,051
Total hydrants added during 1957	. . . . .	124
Total hydrants abandoned during 1957	. . . . .	135
Total hydrants in service, December 31, 1957	. . . . .	12,040
High pressure fire hydrants in service, 1957	. . . . .	503
Total hydrants (all kinds) in service, December 31, 1957	. . . . .	12,543

TABLE NO. III.
Cost of Replacement of Main Pipe, 1957

WARD	STREET	Size (Inches)	Length (Feet)	Contract Amount (Less Junk)	Pipe Stock	Total Cost	Contractor
3	Asylum street.....	6 W 8	290.0	By Housing	.....	.....	By Boston Housing
3	Battery street.....	6 W 8	291.0	\$2,303 85	\$1,209 44	\$3,513 29	G & F Construction Co.
3	Lehigh street.....	12 W 12	72.0	By State	368 64	368 64	By State
3	Motte street.....	12 W 8	227.0	By Housing	681 00	920 00	By Boston Housing
4	Binney street.....	6 W 8	632.0	\$4,026 42	2,822 54	6,848 96	C. Russo Inc
5	Mt. Vernon place.....	4 W 8	144.0	1,643 80	754 25	2,398 05	G & F Construction Co.
20	Selwyn street.....	8 W 8	212.0	By City	646 60	646 60	By City
	Totals.....	.....	1,868.0	\$7,974 07	\$6,482 47	\$14,695 54	

TABLE NO. IV.
Cost of Extension of Main Pipe, 1957

WARD	STREET	Size (Inches)	Length (Feet)	Contract Amount	Pipe Stock	Total Cost	Contractor
1	Bennington street.....	8	80.0	\$350 00	\$406 18	\$756 18	John J. Appel
3	Albany street.	12	900.0	By Housing	.....	.....	Boston Housing
3	Atlantic avenue.....	16	1,990.0	Mass. DPW	.....	.....	Mass. DPW
3	Atlantic avenue.....	12	1,975.0	Mass. DPW	.....	.....	Mass. DPW
3	Congress street.....	24	280.0	Mass. DPW	.....	.....	Mass. DPW
3	Congress street.....	16	220.0	Mass. DPW	.....	.....	Mass. DPW
3	Congress street.....	12	220.0	Mass. DPW	.....	.....	Mass. DPW
3	New Troy street.....	12	400.0	By Housing	.....	.....	Boston Housing
3	Purchase street.....	16	240.0	Mass. DPW	.....	.....	Mass. DPW
3	Purchase street.....	12	392.0	Mass. DPW	.....	.....	Mass. DPW
3	Purchase street.....	10	96.0	Mass. DPW	.....	.....	Mass. DPW
3	Purchase street.....	8	48.0	Mass. DPW	.....	.....	Mass. DPW
3	Summer street.....	16	180.0	Mass. DPW	.....	.....	Mass. DPW
3	Summer street.....	12	330.0	Mass. DPW	.....	.....	Mass. DPW
6	E street.....	8	323.0	\$2,470 50	1,191 26	3,661 76	G & F Construction Co.
7	Boston street.....	20	387.0	Mass. DPW	.....	.....	Mass. DPW
7	Boston street.....	16	462.0	Mass. DPW	.....	.....	Mass. DPW

7	Boston street.....	12	380.0	Mass. DPW	.....	.....	Mass. DPW
7	Mt. Vernon street.....	16	392.0	Mass. DPW	.....	.....	Mass. DPW
7	Service road.....	16	572.0	Mass. DPW	.....	.....	Mass. DPW
7	Service road.....	12	1,616.0	Mass. DPW	.....	.....	Mass. DPW
18	American Legion Highway.....	8	571.0	\$1,557 90	1,759 20	3,317 10	E. Vozzella
18	Arborfield road.....	8	851.0	2,291 66	3,035 62	5,327 28	Z & S Construction Co.
18	Beech street.....	8	355.0	1,026 85	1,091 96	2,118 81	J. Capone & Son, Inc.
18	Clare avenue.....	8	405.0	1,452 94	1,234 03	2,686 97	J. Capone & Son, Inc.
18	Desmond road.....	8	354.0	1,324 16	1,668 61	2,992 77	E. Vozzella
18	Farwell avenue.....	8	171.0	420 11	913 13	1,333 24	N. Bevelacqua & Son
18	Itasca street.....	8	108.0	639 70	879 82	1,519 52	C. Russo, Inc.
18	Lawton street.....	8	146.0	393 80	454 51	848 31	E. Vozzella
18	Mansur street.....	8	452.0	1,351 55	1,885 45	3,237 00	J. Capone & Son, Inc.
18	Merola park.....	8	355.0	800 18	1,174 43	1,974 61	Roslindale Contracting Co.
18	Messinger street.....	8	506.0	1,508 00	1,903 94	3,411 94	C. Russo, Inc.
18	Providence street.....	16	1,821.0	10,849 42	19,839 00	30,688 42	Forth Construction Co.
18	Sherrin street.....	8	21.0	49 35	237 92	287 27	J. Capone & Son, Inc.
18	Stanbro street.....	8	130.0	352 20	405 71	757 91	E. Vozzella
18	Truman Highway.....	12	310.0	898 48	1,915 89	2,814 37	J. Capone & Son, Inc.
18	Valencia road.....	8	48.0	120 20	153 20	273 40	J. Capone & Son, Inc.
19	Surreyhill road.....	8	328.0	789 60	1,284 00	2,073 60	J. Capone & Son, Inc.
20	Alta crest road.....	4	112.0	By City	234 12	234 12	By City
20	Dow road.....	8	224.0	\$618 65	692 35	1,311 00	J. Capone & Son, Inc.

TABLE NO. IV.
Cost of Extension of Main Pipe, 1957.—Concluded.

WARD	STREET	Size (Inches)	Length (Feet)	Contract Amount	Pipe Stock	Total Cost	Contractor
20	Gould street.....	12	294.0	\$907 70	\$2,046 82	\$2,954 52	J. Capone & Son, Inc.
20	Hackensack square.....	8	303 0	945 03	1,484 00	2,429 03	Z & S Construction Co.
20	Kiernan road.....	6	246.0	640 90	855 00	1,495 90	J. Freaney Co.....
20	Maria lane.....	8	413 0	1,075 05	1,463 00	2,538 05	J. Capone & Son, Inc.
20	Northdale road, extension.....	8	340.0	835 00	246 21	1,081 21	J. Capone & Son, Inc.
20	Patridge street.....	8	67.0	178 43	213 50	391 93	Z & S Construction Co.
	Totals.....	.....	20,414.0	\$33,847 36	\$48,668 86	\$82,516 22	

APPENDIX H.

REPORT OF THE
PUBLIC IMPROVEMENT COMMISSION

BOSTON, January 2, 1958.

HON. JOHN B. HYNES,
Mayor of Boston.

Through the Commissioner of Public Works.

DEAR MR. MAYOR:

In accordance with the provisions of section 24, chapter 3 of the Revised City Ordinances of 1947, the following report of the Public Improvement Commission for the year ending December 31, 1957, is respectfully submitted.

The Public Improvement Commission was established May 1, 1954, by the provisions of section 57, chapter 2 of the 1954 Ordinances. This Commission, consisting of the Commissioner of Public Works, the Commissioner of Real Property, and the Chairman of the Boston Traffic Commission, was assigned all of the powers and duties of the former Board of Street Commissioners, except:

- (a) Those relating to the storage and sale of inflammables, filling stations, and parking lots which were transferred to the Committee on Licenses in the Public Safety Commission;
- (b) Those relating to the planting and removal of trees in public ways, the use of public ways for any temporary obstruction in, under, or over the same, the use of public ways for the storage and sale of merchandise, and the designating of coasting streets, which were transferred to the Commissioner of Public Works; and
- (c) Those relating to the abatement of taxes which were transferred to the Real Property Department.

Functions of the Board of Street Commissioners transferred to this Commission include the authority to lay out, widen, relocate, alter, discontinue, or rename public highways, and to order the making of specific repairs therein; to order the construction of sanitary sewers and storm drains; to take land by eminent

domain for municipal purposes (except housing and off-street parking); to permit the opening of private ways for public travel; to levy assessments for street, sidewalk, and sewer betterments; and to issue permits for the location of wire-carrying poles, conduits, pipes, tracks, and similar uses of the public ways.

STREET PROGRAM

During the period covered by this report, eighty-three (83) highway improvements, including the laying out of thirty-nine (39) new highways, the widening and relocation of seventeen (17) public ways, and the making of specific repairs in twenty-seven (27) existing streets, were ordered by the Public Improvement Commission.

Of particular interest in these groups are the following projects:

The improvement of Commonwealth avenue, Brighton, from Brighton avenue to Warren avenue, at an estimated cost of \$270,000. With the volume of traffic on this main artery into Boston from the west greatly increased since the opening of the Massachusetts Turnpike, this Board has ordered the reconstruction of a particularly dangerous section between Brighton avenue and Warren avenue with the new construction to include a four-lane divided highway for through traffic and the service roads on either side altered to allow much additional parking area at the local business districts.

The improvement of Blue Hill avenue, Seaver street, Columbus avenue, from Columbia road to Egleston square, at an estimated cost of \$250,000. In 1956 we began at Mattapan square on the Milton boundary line ordering major improvements, most of which are now constructed, of Blue Hill avenue to Columbia road. In our current year, we have continued the improvement of this major route into the heart of the city from the south by ordering the construction of a wide divided highway throughout the length of Seaver street, using the abandoned street car reservation for a new road.

The improvement of East Broadway, South Boston, from West Broadway to L street, at an estimated cost of \$105,000. This improvement, consisting of the reduction in width of existing sidewalks, will widen the newly reconstructed road so as to allow ten feet additional for highway travel.

The improvement of Massachusetts avenue, Boston Proper, from Columbus avenue to Huntington avenue, by installing a highway divisional island at an estimated cost of \$13,000.

The improvement of Cleveland Circle, Brighton, at an estimated cost of \$50,000, by removing the existing circular traffic island and installing channelizing islands which will eliminate the rotary traffic movement and permit a well-controlled traffic intersection.

The improvement of Baker street, West Roxbury, at an estimated cost of \$100,000, will include the widening of the existing roadway to thirty feet throughout most of the length with an additional widening being made at the proposed site of the Central Catholic High School at the corner of Gardner street. Baker street is one of the principal thoroughfares across West Roxbury from the Newton boundary line to Dedham.

The following streets were ordered laid out as Public Ways during 1957:

Alleghany street, Roxbury, from Parker street approximately 692 feet northwesterly. Length, 690 feet; estimated cost, \$18,431; estimated benefit, \$5,261.75.

Asheville road, Hyde Park, from Deforest street approximately 477 feet easterly. Length, 477 feet; estimated cost, \$12,105; estimated benefit, \$5,111.26.

Belnap road, Hyde Park, from Eastmont road to Leighton road. Length, 341 feet; estimated cost, \$11,375; estimated benefit, \$3,784.

Celia road, West Roxbury, from Bellevue street approximately 210 feet northeasterly. Length, 210 feet; estimated cost, \$6,323; estimated benefit, \$3,252.

Claron street, West Roxbury, between Beech street and Hautevale street. Length, 291 feet; estimated cost, \$9,311; estimated benefit, \$4,330.

Coffey street, Dorchester, from Newhall street approximately 375 feet easterly. Length, 279 feet; estimated cost, \$9,249; estimated benefit, \$5,239.

Daniel court, Hyde Park, from Dietz road approximately 180 feet easterly. Length, 180 feet; estimated cost, \$5,924; estimated benefit, \$2,516.

Dietz court, Hyde Park (formerly Perry court), from Dietz road approximately 170 feet easterly. Length, 170 feet; estimated cost, \$6,012; estimated benefit, \$2,090.

Dodge road, Hyde Park, from Leighton road approximately 480 feet northwesterly. Length, 480 feet; estimated cost, \$16,000; estimated benefit, \$6,444.50.

Farwell avenue, Hyde Park, extended from a point approximately 450 feet southeast of Summit street to Milton avenue. Length, 385 feet; estimated cost, \$13,475; estimated benefit, \$4,329.

Furbush road, West Roxbury, from La Grange street approximately 402 feet northeasterly. Length, 402 feet; estimated cost, \$10,386; estimated benefit, \$5,387.50.

Graham terrace, West Roxbury, from Maple street approximately 200 feet southwesterly. Length, 200 feet; estimated cost, \$6,060; estimated benefit, \$1,492.

Grandview street, West Roxbury, from Beech street approximately 450 feet southwesterly. Length, 450 feet; estimated cost, \$10,260; estimated benefit, \$5,405.75.

Greenwood Circle, Hyde Park, from Greenwood avenue approximately 270 feet southwesterly and westerly. Length, 270 feet; estimated cost, \$5,878; estimated benefit, \$2,650.

Hautevale street, West Roxbury, from Claron street approximately 209 feet northwesterly. Length, 209 feet; estimated cost, \$7,654; estimated benefit, \$3,101.

Joan road, Hyde Park, from Leighton road to Dodge road. Length, 782 feet; estimated cost, \$26,075; estimated benefit, \$8,943.

June street, West Roxbury (formerly Granville street), from Beech street approximately 430 feet southwesterly. Length, 430 feet; estimated cost, \$10,505; estimated benefit, \$5,401.25.

Kilby place, Boston Proper, from Kilby street approximately 63 feet northeasterly. Length, 63 feet; estimated cost, \$1,600; estimated benefit, none.

Kristin court, Hyde Park, from Dodge road approximately 155 feet southwesterly. Length, 155 feet; estimated cost, \$5,175; estimated benefit, \$2,020.

Larch place, West Roxbury, from Hyde Park avenue approximately 185 feet westerly. Length, 185 feet; estimated cost, \$4,804; estimated benefit, \$2,405.

Leighton road, Hyde Park, from the northerly end of Eastmont road to the southerly end of Eastmont road. Length, 1,300 feet; estimated cost, \$43,350; estimated benefit, \$16,809.

Liberty place, South Boston, from Preble street approximately 130 feet southerly. Length, 130 feet; estimated cost, \$2,449; estimated benefit, \$1,150.

Melba Way, Hyde Park, between Tacoma street and Safford street. Length, 354 feet; estimated cost, \$12,668; estimated benefit, \$5,395.

Messinger street, Dorchester, between Orlando street and Savannah avenue. Length, 270 feet; estimated cost, \$6,060; estimated benefit, \$1,492.

Meyer street, West Roxbury, from Catherine street approximately 220 feet northerly. Length, 220 feet; estimated cost, \$5,043; estimated benefit, \$2,600.

Newfield street, West Roxbury, between Veterans of Foreign Wars Parkway and Furbush road. Length, 433 feet; estimated cost, \$15,406; estimated benefit, \$6,262.50.

Orlando street, Dorchester, from Messinger street approximately 130 feet southwesterly and 134 feet northeasterly. Length, 264 feet; estimated cost, \$9,290; estimated benefit, \$3,951.

Parker Hill terrace, Roxbury, from Parker Hill avenue approximately 175 feet westerly. Length, 175 feet; estimated cost, \$4,375; estimated benefit, \$1,170.

Paulman Circle, West Roxbury, from Church street approximately 270 feet northeasterly. Length, 270 feet; estimated cost, \$9,643; estimated benefit, \$4,731.

Radcliffe road, Dorchester, extended from former boundary line between Hyde Park and Dorchester to Greenfield road. Length, 77 feet; estimated cost, \$2,200; estimated benefit, none.

Rosemont street, Dorchester, extended from approximately 430 feet northeast of Tileston street to Taunton avenue. Length, 277 feet; estimated cost, \$7,500; estimated benefit, \$2,200.

Rushmore street, Brighton, from Academy Hill road approximately 420 feet northwesterly. Length, 420 feet; estimated cost, \$8,704; estimated benefit, \$4,108.25.

Savannah avenue, Dorchester, from a point approximately 166 feet northeast of Newcastle street to Messinger street, and from Messinger street approximately 124 feet northeasterly. Length, 290 feet; estimated cost, \$9,564; estimated benefit, \$5,139.

Senders Court, Hyde Park, from Dietz road approximately 170 feet easterly. Length, 170 feet; estimated cost, \$11,745; estimated benefit, \$6,332.50.

South Bay avenue, Roxbury, between Atkinson street and Moore street. Length, 907 feet; estimated cost, \$45,000; estimated benefit, \$6,561.

Susanna court, Hyde Park, from Dietz road approximately 200 feet northwesterly. Length, 200 feet; estimated cost, \$6,650; estimated benefit, \$3,197.

Topeka street, Roxbury, between Southampton street and South Bay avenue. (Formerly Burnham street). Length, 832 feet; estimated cost, \$27,644; estimated benefit, \$12,837.

Wharton court, Hyde Park, from Dietz road approximately 450 feet southeasterly and southwesterly. Length, 450 feet; estimated cost, \$6,425; estimated benefit, \$2,132.

Willow terrace, West Roxbury, from Willow street approximately 240 feet southwesterly. Length, 240 feet; estimated cost, \$5,135; estimated benefit, \$1,350.

WIDENED OR RELOCATED

Anawan avenue, West Roxbury, at the northeasterly corner of Park street.

Baker street, West Roxbury, between Centre street and Johnson street.

Baker street, West Roxbury, between Spring street and Cutter road, and between Park Lane Drive and Veterans of Foreign Wars Parkway.

Brainard street, Hyde Park, at Cleveland street.

Darling street, Roxbury, at the southeasterly corner of Calumet street.

Joyce Kilmer road, West Roxbury, at Glenhaven road.

Lowney Way, Charlestown, on the northwesterly side between Bunker Hill street and Tremont street.

Park street, Charlestown, at the northwesterly corner of Warren street.

Radcliffe road, Hyde Park, at Tileston street.

Rosselerin road, Dorchester, on the southerly side between Train street and Daly street.

Saratoga street, East Boston, from a point approximately 133 feet east of Shawsheen road approximately 1,172 feet easterly.

Saratoga street, East Boston, from a point approximately 195 feet east of Annavoy street to the Boston-Winthrop boundary line.

Seaver street, Roxbury, on the southwesterly side adjacent to Franklin park between Walnut avenue and Blue Hill avenue.

South street, West Roxbury, at the northeasterly corner of Edgemont street.

Troy street, Boston Proper, at the northerly and southerly corners of Albany street.

Wachusett street, Hyde Park, at the easterly corner of River street.

Woodard road, West Roxbury, at the northwesterly corner of Park street.

SPECIFIC REPAIRS

Baker street, West Roxbury, between Spring street and Veterans of Foreign Wars Parkway, consisting of the reduction in width of existing sidewalks.

Baker street, West Roxbury, from Spring street to the northeasterly portion of Johnson street, consisting of the reduction in width of the existing sidewalks.

Beacon street, Brighton, at Ayr road, consisting of the widening of the existing street car reservation crossover.

Beacon street, Brighton, at Cleveland Circle, consisting of the removal of the existing traffic circle, the installation of new traffic divisional islands, and the reduction in width of sidewalks on the southerly side from Chestnut Hill avenue to the Brookline boundary line.

Berkeley street, Boston Proper, from Beacon street to Marlborough street, consisting of the reduction in width of the existing sidewalks.

Blue Hill avenue, Roxbury, between Franklin Park road and Seaver street, consisting of the reduction in width of the westerly sidewalk.

Blue Hill avenue, Dorchester, on the easterly side between Landor road and Stratton street, consisting of the reduction in width of the existing sidewalks.

Brewer street, West Roxbury, at the southwesterly corner of Thomas street and the southeasterly corner of Eliot street, consisting of increasing the curb radii.

Centre street, West Roxbury, at the intersection of South Huntington avenue, consisting of the installation of a traffic island.

Columbia road, Dorchester, at the northwesterly and southwesterly corners of Hamlet street, consisting of increasing the curb radii.

Columbus avenue, Roxbury, consisting of the reduction in length of the existing traffic divisional island north of Ruggles street.

Columbus avenue, Boston Proper, at the northwesterly corner of Stuart street, consisting of the installation of a traffic island and the extension of the existing traffic island at the intersection of Arlington street.

Columbus avenue, Roxbury, between Washington street and Walnut avenue, consisting of the reduction in width of existing sidewalks and the installation of traffic divisional islands.

Commonwealth avenue, Brighton, between Brighton avenue and Warren street, consisting of the reduction in width of existing sidewalks at various locations, reduction in width of existing planting reservation, and the installation of a traffic divisional island in the main roadway.

Commonwealth avenue, Brighton, on the southerly side between Fordham road and Reedsdale street, consisting of the reduction in width of the existing sidewalk and the reduction in width of the existing planting reservation.

Commonwealth avenue, Boston Proper, consisting of increasing the curb radii at the southeasterly and southwesterly corners of St. Mary's street.

East Broadway, South Boston District, from Dorchester street at the intersection of West Broadway to L street, consisting of the reduction in width of existing sidewalks.

Elm Hill avenue, Roxbury, at the northeast corner of Crawford street, consisting of the reduction in width of the existing sidewalk.

Hagar street, West Roxbury, consisting of increasing the curb radii at the southwesterly corner of Thomas street and the southeasterly corner of Eliot street.

Massachusetts avenue, Boston Proper, between Columbus avenue and Huntington avenue, consisting of the reduction in width of the existing sidewalks and the installation of a traffic divisional island.

River street, Hyde Park, consisting of the installation of a traffic divisional island at the intersection of Wachusett street.

Ruggles street, Roxbury, at the intersection of Columbus avenue, consisting of the installation of a traffic divisional island.

Seaver street, Roxbury, between Walnut avenue and Blue Hill avenue, consisting of the removal of the existing street car reservation, the reduction in width of the existing sidewalk, and the installation of traffic divisional islands.

Walworth street, West Roxbury, at the northeasterly corner of Belgrade avenue, consisting of increasing the curb radius.

Washington street, Boston Proper, at the southeasterly corner of Hayward place, consisting of increasing the curb radius.

Washington street, West Roxbury, at the intersection of South street, opposite Firth road, consisting of the installation of a traffic island.

Woodard road, West Roxbury, at Wren street, consisting of the reduction in size of the existing island.

GRADES REVISED

Brook Farm road, West Roxbury, between Lyall street and Banks street.

Burley street, West Roxbury, from Metropolitan avenue approximately 150 feet southerly.

Castle street, Boston Proper, between Harrison avenue and Albany street.

Safford street, Hyde Park, between Huntington avenue and Manion road.

DISCONTINUANCES

Brook Farm road, West Roxbury, at the northeasterly corner of Banks street.

Cambridge street, Boston Proper, between Lindall place and West Cedar street.

Central street, Boston Proper, from Kilby street approximately 215 feet northeasterly.

Chapel road, Hyde Park, on the easterly side between Tacoma street and Farrar avenue.

Genesee street, Boston Proper, from a point approximately 412 feet southeast of Harrison avenue to Albany street.

Lovering street, Boston Proper, between Washington street and Harrison avenue.

Maple street, West Roxbury, on the southeasterly side between Corey street and Chilton road.

Motte street, Boston Proper, between Harrison avenue and Washington street.

Oneida street, Boston Proper, from a point approximately 431 feet southeast of Harrison avenue to Albany street.

Oswego street, Boston Proper, from a point approximately 432 feet southeast of Harrison avenue to Albany street.

Public Alley No. 702, Boston Proper, between Worcester street and West Springfield street.

Public Alley No. 703, Boston Proper, between Newland street and Public Alley No. 702.

Ryder Hill road, Brighton, from a point approximately 176 feet south of Brayton road approximately 15 feet southerly. Warren Bridge, Boston Proper and Charlestown.

SLOPE EASEMENT

Hunneman street, Roxbury, discontinuance of slope easements between Washington street and Albany street.

EMINENT DOMAIN LAND TAKINGS

During the period of this report, land takings were made for municipal purposes as follows:

Fire Department

1. The taking of approximately eleven thousand seven hundred sixty-three (11,763) square feet of land on Tremont street, Boston Proper District, under an order of this Commission and Mayor dated January 4, 1957, and recorded in the Suffolk Registry of Deeds on February 4, 1957.

2. The taking of approximately two thousand three hundred eighty-six (2,386) square feet of land on Tremont street, Boston Proper District, under an order of this Commission and Mayor dated November 20, 1957, and recorded in the Suffolk Registry of Deeds on November 26, 1957.

School Department

1. The taking of approximately twenty-three thousand two hundred forty-nine (23,249) square feet of land on Worcester street, Boston Proper District, under an order of this Commission and Mayor dated August 28, 1957, and recorded in the Suffolk Registry of Deeds on September 18, 1957.

SEWER PROGRAM

During the year 1957, the construction of .65 miles of sanitary sewer; .85 miles of storm sewer; 216 catch basins; and 94 drop inlets was ordered at a total estimated cost of \$178,858.

Estimated benefit to private property for the construction of the .58 miles of sanitary sewer amounted to \$24,923.75.

Sewerage works ordered were as follows:

STREET	Sanitary Sewer (Linear Feet)	Surface Drain (Linear Feet)	Catch Basins	Drop Inlets	Estimated Cost	Estimated Benefit
Boston Proper						
Appleton street.....	78				\$1,950 00	None
Berkeley street.....			3	3	1,000 00	None
Castle street.....			3	1	1,700 00	None
Edgerly road.....	50				1,250 00	None
Harrison avenue.....			11		5,500 00	None
Massachusetts avenue.....			4	4	800 00	None
Norway street.....	181				4,550 00	None
Washington street.....			1		350 00	None
Washington street.....			5		2,500 00	None
Brighton						
Beacon street.....			5	5	900 00	None
Commonwealth avenue.....			5	9	1,600 00	None
Rushmore street.....		400	3		5,000 00	None
Charlestown						
Lowney Way.....			2	2	600 00	None
Park street.....			1	1	400 00	None
Dorchester						
Blue Hill avenue.....			14	14	2,000 00	None
Coffey street.....			3		2,000 00	None
Corman road.....	340	319			4,800 00	\$2,040 00
Favre street.....			2		1,200 00	None
Gallivan Boulevard.....	265				2,600 00	\$1,950 00
Messinger street.....			6		3,400 00	None
East Boston						
Saratoga street.....			8	8	2,000 00	None
Hyde Park						
Asheville road.....	100	102.5	3		3,200 00	\$600 00
*Beech street.....		370			1,700 00	None
Belnap road.....			2		300 00	None
Brainard street.....			1	1	150 00	None
Dodge road.....			4		600 00	None
Farwell avenue.....	205	205	2		3,800 00	\$1,600 00
Greenwood Circle.....			2		1,200 00	None
Huntington avenue.....		590	8		10,000 00	None

* Easements taken

STREET	Sanitary Sewer (Linear Feet)	Surface Drain (Linear Feet)	Catch Basins	Drop Inlets	Estimated Cost	Estimated Benefit
Hyde Park (Continued)						
Huntington avenue.....	135	135	.....	1	\$1,900 00	\$1,425 00
Leighton road.....			8	.....	1,200 00	None
*Meadowview road.....		40	.....		2,000 00	None
*Millstone road						
Melba Way.....		115	1	.....	1,700 00	None
Rosemont street			2	.....	1,200 00	None
Taunton avenue			1			
Valencia road.....	40	20	.....		750 00	\$562 50
*West street. (Relocation of existing brook)						
Roxbury						
Alleghany street.....			3	.....	3,000 00	None
Blue Hill avenue.....			3	3	550 00	None
Columbus avenue.....			10	10	3,000 00	None
Darling street.....			1	1	350 00	None
Huntington avenue.....	50				1,250 00	None
*Kenway terrace.....			1	.....	500 00	None
Parker Hill terrace.....				1	500 00	None
Ritchie street.....			7	3	6,408 00	None
Ruggles street.....			3	1	1,150 00	None
Forsyth street						
Seaver street.....			8	8	2,500 00	None
South Bay avenue.....	321				14,850 00	\$3,600 00
Topeka street.....			3	.....	2,300 00	None
Washington street.....			1	.....	600 00	None
South Boston						
Hill place.....				1	350 00	None
East Third street.....			1	.....	900 00	None
Liberty place.....				1	300 00	None
West Roxbury						
Anawan avenue.....				1	400 00	None
Arborfield road and Metropolitan avenue at Arborfield.....			6	.....	3,000 00	None
Ascent street.....			2	.....	1,200 00	None
Capital street.....			2	.....	1,200 00	None

* Easements taken

STREET	Sanitary Sewer (Linear Feet)	Surface Drain (Linear Feet)	Catch Basins	Drop Inlets	Estimated Cost	Estimated Benefit
West Roxbury (Continued)						
*Centre street.....		100			\$1,500 00	None
Charles Park road.....		120			3,000 00	None
Claron street.....			2		300 00	None
Dow road.....			4		1,800 00	None
Furbush road.....			2	2	1,000 00	None
Furbush road.....			1		500 00	None
Graham terrace.....			2		800 00	None
*Grandview street.....	660	325	4		11,800 00	\$5,850 00
*Hackensack court.....	80	80			1,300 00	850 00
Hautevale street.....			1		100 00	None
Joyce Kilmer road.....			1	1	300 00	None
June street.....			3		1,200 00	None
Mansur street.....	440	450			11,400 00	\$4,575 00
Maria Lane.....			2		1,000 00	None
Marlin road.....			2	1	1,250 00	None
Myer street.....			1		500 00	None
Moreland street.....	400	405			4,800 00	\$911 25
Newfield street.....			2		1,000 00	None
Partridge street.....	35	35			900 00	\$210 00
Pleasantdale road.....			4		1,800 00	None
Perkins street.....		670	5		8,000 00	None
Shandon road.....	52				1,000 00	\$750 00
Williams street.....			1		700 00	None
Woodard road.....			1	1	350 00	None
Woodard road.....			1	1	300 00	None

* Easements taken

ASSESSMENTS

During the year 1957, the Highway Division of the Public Works Department sent notice of completion of forty-nine (49) streets at a total cost of \$679,705.24. On this work the Public Improvement Commission levied assessments in the amount of \$241,402.54.

During the same period, the Sewer Division of the Public Works Department reported the completion of construction of sanitary sewerage in twenty-five (25) streets at a cost of \$101,331.71, on which the Public Improvement Commission levied assessments in the amount of \$41,459.

The completion of new sidewalks in two (2) streets at a cost of \$8,840.08, authorized by the Boston City Council, was also reported by the Highway Division. On these, the Public Improvement Commission levied assessments totaling \$4,074.50.

Street Assessments

STREET	District	Cost	Assessment
Ackley place.....	West Roxbury	\$5,598 69	\$2,599 30
Agassiz park.....	West Roxbury	5,583 76	2,328 94
Alleghany street.....	Roxbury	17,867 57	5,261 75
Ayles road.....	Hyde Park	32,868 95	12,470 36
Barna road.....	Dorchester	9,902 50	5,426 27
Brockton street.....	Dorchester	6,473 36	2,619 18
Brownson terrace.....	West Roxbury	15,894 98	6,894 06
Brush Hill terrace.....	Hyde Park	14,381 40	5,721 38
Caltha road.....	Brighton	12,169 85	2,269 24
Chapel road.....	Hyde Park	7,309 73	2,274 60
Cheshire street.....	West Roxbury	3,021 01	1,498 91
Driftwood road.....	West Roxbury	15,006 75	6,140 80
Drumlin road.....	East Boston	17,340 56	1,893 52
Edwardson street.....	Hyde Park	5,983 77	2,181 47
Ellard road.....	Hyde Park	13,246 92	2,021 16
Farwell avenue.....	Hyde Park	15,201 59	4,831 91
Frazer street.....	Hyde Park	25,474 74	9,492 67
Granada park.....	West Roxbury	9,993 96	4,741 69
Guest street.....	Brighton	31,313 43	10,152 51
Hampstead Lane.....	West Roxbury	6,056 61	3,871 99
<i>Carried forward.....</i>			\$41,427 21

Street Assessments. — Concluded.

STREET	District	Cost	Assessment
<i>Brought forward</i>			\$41,427 21
Harmony street.....	East Boston	8,323 20	712 50
Harrow street.....	Dorchester	10,418 25	3,075 76
Howard place.....	Dorchester	4,945 75	1,869 00
Itasca street.....	Dorchester	17,779 86	6,586 40
Joslin road.....	Roxbury	11,398 39	2,031 80
Langford park.....	Roxbury	6,379 15	2,793 30
Laurie avenue.....	West Roxbury	35,106 85	14,793 37
Lewiston street.....	Hyde Park	9,014 75	3,982 25
Lorimer place.....	Roxbury	5,769 91	2,092 17
Maple street.....	West Roxbury	19,723 51	3,410 88
Marion place.....	East Boston	5,095 12	1,694 10
Marlin road.....	West Roxbury	11,572 13	4,253 50
Maryknoll street.....	Dorchester	57,055 59	14,039 59
Maryknoll terrace.....	Dorchester	7,039 56	3,146 85
Meadowview road.....	Hyde Park	24,095 18	11,368 30
Messinger street.....	Dorchester	3,595 00	1,500 00
Mildred avenue.....	Dorchester	9,954 04	4,000 00
Millstone road.....	Hyde Park	6,797 55	2,203 56
Mossdale road.....	West Roxbury	42,138 06	22,299 06
New Bedford street.....	Hyde Park	16,883 22	6,487 64
New England avenue.....	Dorchester	9,672 90	4,326 24
O'Donnell terrace.....	Dorchester	8,544 54	3,850 50
Range road.....	Dorchester	16,147 70	6,914 30
Rocky Nook terrace.....	West Roxbury	8,625 82	3,249 01
Savannah avenue.....	Dorchester	16,552 34	5,612 68
Tanglewood road.....	Dorchester	3,467 79	1,540 72
Welton road.....	West Roxbury	7,383 37	3,280 79
West Howell street.....	Dorchester	23,482 60	3,082 50
Wichita terrace.....	Dorchester	6,052 98	2,514 06
Totals.....		\$679,705 24	\$241,402 54

Sewer Assessments

STREET	District	Cost	Assessment
Arborfield road.....	West Roxbury and Hyde Park	\$12,017 00	\$6,364 80
Brook Farm road.....	West Roxbury	4,932 00	3,360 00
Coleman street.....	Hyde Park	2,256 00	1,350 00
Davison street.....	Hyde Park	2,500 00	870 00
Furbush road.....	West Roxbury	2,450 00	480 00
Gladstone street.....	East Boston	1,196 00	650 00
Hackensack terrace.....	West Roxbury	3,191 00	2,150 00
Keenan road.....	Brighton	2,358 70	1,400 90
La Grange street.....	West Roxbury	8,992 00	2,721 40
Merola park.....	Dorchester	2,708 00	2,200 00
Moreland street.....	West Roxbury	2,830 00	911 25
Partridge street.....	West Roxbury	1,777 00	990 00
Partridge street.....	West Roxbury	350 00	210 00
Prairie street.....	Dorchester	1,160 00	360 00
Ransom road.....	Dorchester and Hyde Park	820 00	360 00
Riley road.....	Hyde Park	4,487 44	1,860 00
Rivermoor street.....	West Roxbury	19,000 00	4,440 00
Ryan road.....	Brighton	2,660 10	1,600 00
Ruffing street.....	Hyde Park	5,100 00	2,639 91
Safford street.....	Hyde Park	800 00	600 00
Sherrin street.....	Hyde Park	2,900 00	1,306 64
West Howell street.....	Dorchester	6,916 00	1,095 00
Wilmot street.....	West Roxbury	2,274 00	792 00
Winchester terrace.....	West Roxbury	2,602 47	1,518 00
Woodland road.....	Hyde Park	5,054 00	1,230 00
Totals.....	.....	\$101,331 71	\$41,459 00

Sidewalk Assessments

STREET	District	Cost	Assessment
Corey street.....	West Roxbury	\$2,076 01	\$1,007 50
Kenrick street.....	Brighton	6,764 07	3,067 00
Totals.....	.....	\$8,840 08	\$4,074 50

STREET NAME CHANGES

The names of the following public streets were changed:

Daytona Terrace, Dorchester District, from Centre Street approximately 230 feet northeasterly; new name: O'Donnell Terrace.

Harrison Avenue, Boston Proper District, between Essex Street and Bedford Street; new name: Harrison Avenue Extension.

Main Street, Charlestown District, between Gardner Street and the Somerville boundary line (southerly roadway only); new name: Maffa Way. (To be effective March 1, 1958).

The names of the following private streets were changed:

Chelsea Place, East Boston District, from Chelsea Street approximately 166 feet northwesterly; new name: Anthony J. Grieco Terrace.

Hackensack Square, West Roxbury District, from Hackensack Road approximately 310 feet southerly; new name: Hackensack Terrace.

LAND DAMAGES

On new street construction, 95 claims were filed for damage to property resulting from land takings or changes in grade. On these claims, this Commission awarded damages in the amount of \$22,310.18.

During the period of this report, 374 petitions from public utilities were approved for the placing and maintaining of poles for the support of wires.

Also, 66 petitions were approved for miscellaneous installations or uses of the public highways of the City of Boston as follows:

STREET	Petitioner	Nature of Petition
Ansonia road, West Roxbury	Boston Gas Company	Underground gas main
Beacon street, Boston Proper	Boston Edison Company	Underground conduit
Bennington street, East Boston	Boston Gas Company	Underground gas main
Blue Hill avenue, Dorchester	Boston Gas Company	Underground gas main
Bosworth street, Boston Proper	Old Colony Trust Company, et al	Underground steam main
Brainard street, Hyde Park	Worcester Gas Light Company	Underground gas main
Brook Farm road, West Roxbury	Boston Gas Company	Underground gas main
Bunker Hill street, Charlestown	Boston Gas Company	Underground gas main
Cedar Grove street, Dorchester	Boston Gas Company	Underground gas main

STREET	Petitioner	Nature of Petition
Clare avenue, Hyde Park	Worcester Gas Light Company	Underground gas main
Clarendon street, Boston Proper	Boston Edison Company	Underground conduit
Cleveland street, Hyde Park, Child street and Beaver street	Worcester Gas Light Company	Underground gas main
Columbia road, Dorchester	Jenney Manufacturing Company	Underground fill pipe
Crown street, Hyde Park	Worcester Gas Light Company	Underground gas main
Curtis street, East Boston	Boston Gas Company	Underground gas main
Dale street, West Roxbury, at Burley street	Boston Gas Company	Underground gas main
Dale street, West Roxbury, at Maynard street	Boston Gas Company	Underground gas main
Duxbury road, Dorchester	Boston Gas Company	Underground gas main
E street, South Boston	Boston Gas Company	Underground gas main
East First street, South Boston	Boston Gas Company	Underground gas main
Edgemere road, West Roxbury	Boston Gas Company	Underground gas main
Farragut street, West Roxbury	Boston Gas Company	Underground gas main
Hackensack road, West Roxbury	Boston Gas Company	Underground gas main
Hallowell street, Dorchester	Boston Gas Company	Underground gas main
Harrison avenue, Boston Proper, northeast of Hayward pl	Boston Edison Company	Underground conduit
Harrison avenue, Boston Proper, southwest of Norfolk pl	Boston Edison Company	Underground conduit
Huntington avenue, Hyde Park, opposite No. 339	Worcester Gas Light Company	Underground gas main
Huntington avenue, Hyde Park, near No. 260	Worcester Gas Light Company	Underground gas main
Jackson street, Charlestown	Boston Gas Company	Underground gas main
Kelton street, Brighton	Governor Apartments	Underground conduits
Kneeland street, Boston Proper	Boston Edison Company	Underground conduits
Lyall street, West Roxbury	Boston Gas Company	Underground gas main
Lynn street, Boston Proper	Boston Gas Company	Underground gas main
Maryknoll street, Dorchester	Boston Gas Company	Underground gas main
Massasoit street, Hyde Park	Worcester Gas Light Company	Underground gas main
Massachusetts Avenue Bridge, Boston Proper	Boston Gas Company	Relocate steel pipe
Massachusetts avenue and Clearway street, Boston Proper	Boston Edison Company	Underground conduit
Massasoit street, Hyde Park, from River street	Worcester Gas Light Company	Underground gas main
Mattakeeset street, Hyde Park	Worcester Gas Light Company	Underground gas main
Milk street, Boston Proper	Boston Edison Company	Underground conduit
Metropolitan avenue, West Roxbury	Boston Gas Company	Underground gas main
Monponset street, Hyde Park	Worcester Gas Light Company	Underground gas main
Mossdale road, West Roxbury	Boston Gas Company	Underground gas main

STREET	Petitioner	Nature of Petition
Norton street, Hyde Park	Worcester Gas Light Company	Underground gas main
Norway street, Boston Proper	First Church of Christ	Pipe tunnels
Pierce street, Hyde Park	Worcester Gas Light Company	Underground gas main
Porter street, East Boston	Boston Gas Company	Underground gas main
Province street, Boston Proper	Brook Realty Company, Inc.	Projection
Providence street, Boston Proper	Boston Edison Company	Underground conduit
Readville street, Hyde Park	Worcester Gas Light Company	Underground gas main
River street, Hyde Park	Worcester Gas Light Company	Underground governor pit
River street, Dorchester	Boston Gas Company	Underground gas main
Saratoga street, East Boston, 4,019 feet of 12-inch	Boston Gas Company	Underground steel pipe
Saratoga street, East Boston, 3,825 feet of 12-inch	Boston Gas Company	Underground steel pipe
South Waverly street, Brighton	Boston Gas Company	Underground gas main
Southampton street, South Boston	Boston Gas Company	Underground gas main
Stuart street, Boston Proper	Boston Edison Company	Underground conduit
Summer street, South Boston	Boston Gas Company	Underground gas main
Summer street, Boston Proper	Boston Edison Company	Underground conduit
Tileston street, Hyde Park	Worcester Gas Light Company	Underground gas main
Vine street, Charlestown	Boston Gas Company	Underground gas main
Wachusett street, Hyde Park	Worcester Gas Light Company	Underground gas main
West Broadway, South Boston	Boston Gas Company	Underground gas main
West Cedar street, Boston Proper	Potter-Horn, Inc.	Wood cornice
Western avenue, Brighton	Boston Gas Company	Underground gas main
Wyola place Dorchester	Boston Gas Company	Underground gas main

During the year 1957, permission was given to prepare for public travel the following private ways:

Corman road, Dorchester, from 350 feet north of Cummins Highway approximately 680 feet northeasterly.

Desmond road, Dorchester.

Gould street, West Roxbury, from Belle avenue to Northdale road.

Itasca street, Dorchester, from Messinger street approximately 120 feet northeasterly.

Kiernan road, West Roxbury.

Mansur street, West Roxbury and Hyde Park, from Metropolitan avenue to Grew avenue.

Messinger street, Dorchester, from Savannah avenue to Colorado street.

Northdale road, West Roxbury, from Gould street approximately 295 feet southerly.

Surreyhill road, West Roxbury, between Moss Hill Road and Slocum road.

During the year 1957, permission was given to open for public travel the following private ways:

Arborfield road, Hyde Park.

Emelia road, West Roxbury.

Garth road, West Roxbury.

Keenan road, Brighton.

Ryan road, Brighton.

Wilmot street, West Roxbury.

Respectfully submitted,

GEORGE C. HYLAND, *Chairman.*

HERMAN CARP, *Vice-Chairman.*

TIMOTHY J. O'CONNOR, *Member.*

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